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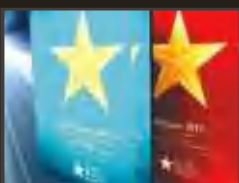
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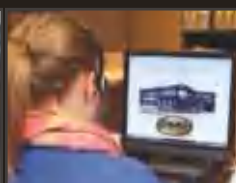
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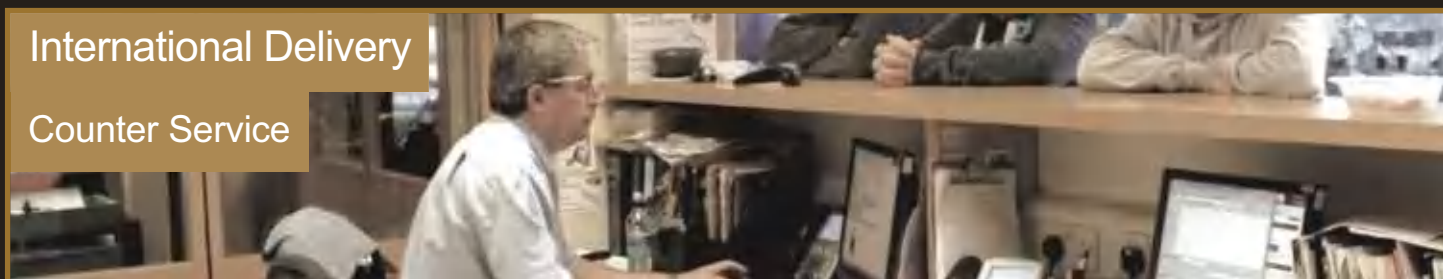
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The young ones

The recent announcement of the Jaguar First scheme (see News, p6) that will give children between 11 and 17 years old the chance to get behind the wheel of an XE in controlled conditions is a genuine stroke of genius. Not only will it teach kids about road safety, more importantly, it should see the next generation of car buyers take an interest in the brand once again. For those of us growing up in the Sixties and Seventies, Jaguar's style, power and glamour was exciting, leaving us staring wide-eyed whenever we saw one. Well, I know I was, and judging by your correspondence, so were you.

What we coveted (mainly the E-type and XJ-S) were genuine poster cars, not something that can be said about the previous generation of Jaguar saloons and coupes. Please don't think I'm being overly critical of this era; I'm not. Our cover car, the X308 generation of XJ, and the X-TYPE and S-TYPE were all important models for Jaguar's survival into

the 2000s, and are still great buys. But let's be honest here, a 1998 XJ8 3.2 was never going to cause a commotion in playgrounds. Even the two generations of the XK had a whiff of golf club about them.

But times have changed. With its current range of modern cars, Jaguar's place on bedroom walls may be assured, but after 30 years with a reputation for being an old man's car, getting



Jaguar First allows 11-to-17 year olds the chance to drive an XE in controlled conditions

the younger generation interested in its new models isn't easy. So giving teenagers their first taste of proper motoring in a Jaguar will show them how much Jaguar has changed – and, hopefully, start a brand loyalty that will continue until they're old enough to buy one of their own.

Or, if my kids have their way, simply borrow their father's instead...

@Paul_W_Walton, Editor

JANUARY 2016 CONTRIBUTORS



ROB HAWKINS

Thinking about buying an XJ8? Then don't miss Rob's comprehensive buying guide on the model (p38)



JIM PATTEN

Our executive editor explores the SS 100's history and drives a very special example (p64)



CRAIG CHEETHAM

Craig explains the importance of the X-TYPE Sovereign, but questions whether it came too late (p78)



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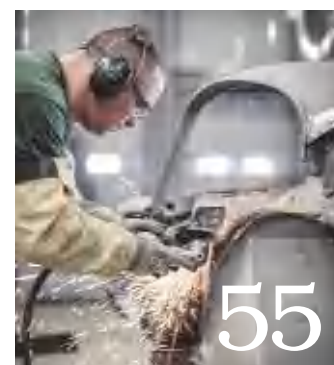
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Under 17s to drive XEs

A NEW JAGUAR scheme is to offer the next generation of drivers a chance to drive an XE as part of its driving-lesson-experience days.

The aim of Jaguar First is to help children as young as 11 to 17 years old prepare for their driving test and for driving safely and responsibly on public roads.

Research has shown that learning to drive responsibly from an earlier age lowers the risk of accidents.

The lessons offer under 17s a fun and safe way to experience driving a car in a realistic on-the-road environment, with a

focus on the skills and attitude needed to become a responsible driver. Each lesson will be delivered by Government-approved driving instructors in a 2.0-litre, 180PS diesel XE featuring dual controls and automatic transmission.

Lesson content will mirror those on the road for youngsters with provisional licences, but will take place on specially designed private road systems at the following venues: Allianz Park, London; Bath and West Showground, Bath; Edgbaston Cricket Ground, Birmingham; EventCity, Manchester; Lingfield Park Racecourse, Surrey; and Ricoh Arena, Coventry.

Once they've mastered the basics, the young students will be able to progress to driving in two-way traffic, dealing with junctions and roundabouts, master turning and steering through slaloms and reverse parking. At some venues, there will also be areas where they can safely experience handling the car at speeds of up to 40mph.

Four hundred people are killed each year in the UK in accidents involving young drivers, and one in five newly qualified drivers will crash their car within six months of passing their test. By extending

the period of learning with a qualified instructor, and by introducing the concept at an age when they're more receptive to safety messages, the aim is for this figure to drop by more than half.

Said Mark Cameron, marketing director for Jaguar Land Rover Experiential, "Jaguar First is about introducing young people to the concept of responsible driving, helping them in turn to become safer drivers, and also raising their awareness of safety as a pedestrian or cyclist. The XE is a great car for this, as it offers the very latest in technology and innovation, and is also ideal for helping to teach young people about environmentally responsible driving.

"The lessons are also great fun and an exciting yet safe way to give new drivers a sense of what it's like to be in control of a car. We have chosen venues across the country to give as many people as possible the opportunity to experience their first drive in a Jaguar. Whether our customers choose a 30-, 60- or 90-minute experience, they will spend the whole time in the car, driving."

● **Jaguar First lessons start from just £45 and are available to book at www.jaguarfirst.com.**



XE gains all-wheel drive and InControl Touch Pro

The XE now has the option of all-wheel drive, which was engineered into the car from the outset. Only available with the 2.0-litre 180PS diesel engine, AWD provides greater traction with torque only transferred to the front wheels when needed.

Like the all-new XF and F-PACE, the XE uses a torque on-demand AWD system featuring a transfer case with a multi-plate wet clutch pack and a chain drive to the front propshaft. It's a very fast-acting system and can make the transition from purely rear-drive to all-wheel drive in just 165 milliseconds.

In normal driving, all of the engine's torque is sent to the rear axle, preserving the XE's rear-wheel drive dynamics,

and ensuring that steering feel remains uncorrupted – this would not be possible with permanent all-wheel drive. Such systems also suffer from higher parasitic losses.

How much torque is transferred, and when, is determined by Intelligent Driveline Dynamics (IDD) – a highly sophisticated control technology developed and calibrated entirely in-house and first used on the F-TYPE AWD.

The XE AWD also has Adaptive Surface Response (AdSR). Developed from Jaguar Land Rover's terrain response technology, AdSR adapts the maps of the throttle, transmission and DSC system according to the type of surface, helping the driver to make smooth progress and drive with greater confidence even in the most challenging conditions.

AdSR replaces the Rain, Ice, Snow mode in the Jaguar Drive Control and operates throughout the XE's entire speed range. AdSR delivers even finer optimisation of the vehicle's systems to make the most of the available traction.

The XE also now has the option of InControl Touch Pro, Jaguar's next-generation infotainment system. Designed around a tablet-style 10.2in touchscreen that features a highly responsive, superb quality graphics. The system includes intelligent navigation that can tell others if you're running late, a Wi-Fi hotspot for up to eight devices and apps for wearable technology, including the Apple Watch.

Configurable Dynamics is also offered in the XE. First developed for the F-TYPE, it enables the driver to tailor the car's character by selecting individual settings for the throttle response, transmission shifts and the Adaptive Dynamics continuously variable damping system.



1988 Le Mans winner
Andy Wallace with the
2016MY XJR

XJR and XJR-9 light the way

Legendary racing driver and Le Mans 24 Hours race winner Andy Wallace relived his 1988 victory by taking to the Silverstone circuit to drive the Jaguar XJR9-LM day and night, back-to-back with the new 550PS, 5.0-litre Supercharged V8 Jaguar XJR.

Driving at night on the Silverstone circuit gave Wallace the opportunity to test the LED headlights on the new XJ, which are a first for Jaguar. He explains, "Driving at Le Mans back in 1988, it was so hard to see at night. We were travelling at around 240mph and it was too fast to see the road ahead. We used the lights more to catch glimpses of landmarks as they whizzed past, so we knew where we were.

"These days, modern road cars have incredible lights. LED technology allows you to see three times the distance we could back then, while active steer and bend also helps target the lights to the places you want to see.

"I would love to have had the modern lights we have now on the XJR9-LM."

The 2016 XJ has had a thorough exterior design refresh and the full LED headlights with unique double 'J-Blade signature' daytime running lights are one of the key additions, which are unique in the Jaguar range.

The LED headlights provide a colour temperature closer to that of daylight than the Bi-Xenon lamps they replace, improving visibility and driver comfort and also delivering a significant improvement in energy efficiency.

Ian Hoban, Vehicle Line Director, XJ was clearly happy with the drive, saying, "Taking the high-performance XJR to Silverstone gave an excellent demonstration of how the new LED lighting can benefit the driver.

"They are just one of many impressive new features on our flagship saloon."



Williams driver Felipe Massa with the C-X75 that appears in SPECTRE

Massa meets C-X75 in Mexico

The C-X75 from the new Bond adventure SPECTRE made its Americas debut in Mexico City with Williams Martini Racing driver Felipe Massa at the wheel.

Massa said, "It was a thrill to take the wheel of a real stunt car used in a Bond movie. It was so much fun, and very exciting to be driving the Jaguar on a SPECTRE filming location here

in Mexico City. Jaguar partnered with Williams Advanced Engineering on the production of these stunning supercars, so it was great to experience some of what my colleagues have developed outside of F1."

SPECTRE sees the Jaguar C-X75 driven by latest Bond nemesis Hinx in one of the movie's most iconic high-speed car chases.

New venue for Jaguar Heritage Trust

The Jaguar Heritage Trust has finally moved into its new home – the £4million Collections Centre at the British Motor Museum (previously known as The Heritage Motor Centre) at Gaydon.

The Centre will store around 250 vehicles from the reserve collections of the British Motor Industry Heritage Trust and the Jaguar Heritage Trust. Many of these vehicles are one of a kind and most have never been seen by the public.

A new team of volunteers will take visitors on a behind-the-scenes tour to view both the cars and the conservation work in progress in the historic vehicle workshops.

Entry to the Collections Centre will be included within the Museum ticket price and tours can be booked on arrival.

The move was made possible with support from Heritage Lottery Fund, Jaguar Land Rover and the Garfield Weston Foundation, as well as the two charitable Trusts involved.

The British Motor Museum, which houses the world's largest collection of historic British cars, is itself undertaking a major refurbishment and will consequently be closed this winter.

An investment of £1.1m by the British Motor Industry Heritage Trust will result

in a much more visually exciting and immersive display, designed to appeal to both current fans as well as new audiences yet to experience all that it has to offer.

Julie Tew, managing director at the British Motor Industry Heritage Trust, is ecstatic: "Not only will our prized collection of 300 historic British cars be far more accessible, but our museum will give people the chance to learn more about the past, present and future of the British motor industry, its technology and its people."

The Museum and Collections Centre will re-open to the public on Saturday, February 13, 2016.



The British Motor Museum's new logo, as seen at the NEC Classic Car Show

Turn to p58 to read about Jaguar World's experience of driving one of Jaguar Heritage Trust's cars to the new Collections Centre.



The new Collections Centre at the British Motor Museum, Gaydon

New accolade for E-Type

The E-type has been voted as the Best British Car Ever in a worldwide poll run by the inaugural 'Classic & Sportscar – The London Show', held at Alexandra Palace, from October 30 to November 1, 2015.

With thousands of votes cast, the E-type garnered the most votes of the shortlisted cars, which also included the McLaren F1, Mini, Bentley Speed Six and Rolls-Royce Silver Ghost, plus other British icons such as the original Range Rover and Jaguar's own XK SS.

The car unveiled by TV presenter Ant Anstead was 77 RW, the famous early E-type that in 1961 was driven almost non-stop from Coventry to the Geneva show

by Jaguar's legendary test driver Norman Dewis OBE.

John Edwards, managing director of Jaguar Land Rover Special Operations, said, "This is a fantastic accolade for one of Jaguar's most recognisable models ever built. The Jaguar Heritage business aims to support loyal and passionate customers so that models such as the E-type can continue to be maintained and enjoyed across the generations. The fact that it has captured the most votes in a global public vote is a testament to its status as one of the world's most iconic sports cars and now, officially, as the Best British Car Ever."



TV presenter Ant Anstead unveils 77 RW

New Jaguar XJ secures prestigious chauffeur deal

Jaguar has announced a major new deal with Crawfords of London, which chauffeurs some of the world's most discerning people.

The company will be adding 50 2016MY XJ LWB Autobiography models to its fleet of luxury models.



Jimmy Lazarou, CEO of Crawfords of London, said, "The Jaguar XJ LWB Autobiography offers everything that we could want; it is stylish, spacious and luxurious. With rear seat entertainment that includes twin high-definition screens, wi-fi and a host of connectivity for smartphones, not to mention soft Nappa leather seats and acres of space, the specification meets all of our clients' expectations.

"We are also proud to be associated with a quintessentially British brand such as Jaguar."

Chris Newitt, sales director of Jaguar Land Rover UK, said he, too, was very proud that Crawfords of London had selected the new Jaguar XJ 2016 Model Year as its flagship vehicle, adding, "It is testament to Jaguar's latest range – which features cars that have style, luxury and low running costs in equal measure – that we are ticking every box for business customers."



JEC announces new chairman

Peter Purdom has been confirmed as the Jaguar Enthusiast Club's new chairman, replacing Rob Jenner. Peter has been a member of the JEC since the beginning of 2001, becoming an active member of the Warwickshire region. He joined the JEC's board of directors at the end of 2010.

Peter's first experience of a Jaguar was a Mk IX. Owned by his uncle, he thought it was much more impressive than his parent's Morris Oxford. Today he owns an E-type Series 1, a 1954 XK 120 DHC and a 1996 XJS Celebration convertible.

Peter has taken part in numerous motor events including the Mille Miglia and Tour Auto retrospectives, the first in a friend's C-type and the second with his own E-type.

Peter has been in the motor industry for most of his career, started as an engineering apprentice with Bristol Siddeley and later Rolls Royce Aero Engines. From engineering, Peter then moved into purchasing and in the early Seventies took up a position at the truck and bus division of British Leyland where he eventually headed the purchasing team for the Scottish operations. He next moved to PSA Peugeot-Citroën to develop third party applications of their components, systems and production facilities.

Everyone at JW wishes to congratulate Peter on his new position and we look forward to working with him in the future.



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EVENTS

A ROUNDUP OF ALL THE BEST JAGUAR EVENTS BOTH AT HOME AND ABROAD



The 1980 XJ-S on the JEC's stand appeared in our June 2015 issue



Princess Diana's former Cabriolet on the XJ-S Club stand

Classic Motor Show November 13-15, 2015

In recognition of its 40th anniversary, there was a strong XJ-S presence at this year's Classic Motor Show at the National Exhibition Centre in Birmingham. Both the Jaguar Enthusiast Club and XJ-S Club had an early example on their respective stands while the JEC also had a late Celebration convertible, which was the 150th from the end of production.

The XJ-S Club had borrowed the 1987 V12 Cabriolet that was used by Princess Diana between 1987 and 1991 from the Jaguar Heritage Trust as well as exhibiting Bryan Thomas' immaculate 3.6 Jaguar Heritage displayed an immaculate 1994 XJS Convertible.

The Daimler and Lanchester Owners' Club displayed the Daimler Six stretched prototype as featured in our November 2015 issue, Sir William Lyons' 1974 Daimler Double Six Series 2 and the 2002 Daimler Super V8 that was once used by HM The

Queen, all from the Jaguar Heritage Trust.

The trade stands were as busy as ever, and parts specialist SNG Barratt had three generations of Jaguar sports car on its stand – an XK 150, its E-type Series 1 (featured in our August 2015 issue) and an XJS convertible.

Meanwhile, Suffolk Sportscars used the event to show its new, aluminium-bodied C-type recreation, while XK specialist Twyford Moors displayed a remarkable XK 150 S in its as-found condition. A genuine right-hand-drive car, it was delivered via Henley's of London to Sir Alan Cobham of Cobham's Flying Circus fame in 1960. It has since had three owners, the last one since 1966, who took it off the road in 1978. The car will be restored over the coming months.

Finally, the Jaguar Drivers' Club used the event for its Champion of Champions presentation, and JEC picked the winning ticket for this year's raffle draw (see overleaf).



David Randall's 1996 4.0 Celebration Convertible on the JEC stand is the 150th from the end of XJS production



Above: Bryan Thomas' 3.6 Cabriolet and Chris Baker's 1995 4.0 Celebration

Far left: The Daimler and Lanchester Owners' Club exhibited the Daimler Six stretched prototype

Left: The Daimler and Lanchester Owners' Club also showed HM The Queen's former Daimler Super V8



XK specialist Twyford Moors exhibited this remarkable 1960 XK 150 S in as-found condition



Jaguar Heritage displayed its new range of E-type panels



Guy Hawkyard's E-type Series 2 on the Jaguar Drivers' Club stand

JDC Champion of Champions presentation November 14, 2015

The Jaguar Drivers' Club used the Classic Motor Show for its 2015 concours trophy presentation, as well as for naming Mick Duffy Champion of Champions for his immaculate 1960 XK 150 S.

John Kay was a popular winner of the club's Harold Mayer Endeavour Trophy for his beautiful 1988 Solent Blue Daimler-badged XJ40, which he had driven all the way from his home in North Wales.

TV personality and Jaguar enthusiast Quentin Wilson presented the trophies, while Jaguar Land Rover CEO, Ralf Speth, awarded the certificates.



Left: The 2015 Champion of Champions, Mick Duffy (centre), is presented with his trophy by Quentin Wilson (left) and Tim Hodgkinson, chairman of judges

Above: Mick Duffy's Champion of Champions XK 150 S

Below left: Janet and John Kay are awarded their concours certificate by Tim Hodgkinson and JLR CEO Ralf Speth

Below: John Kay celebrates taking the Endeavour Trophy for his XJ40



JEC prize draw November 15, 2015

TV presenter Fuzz Townshend chose the winning ticket for this year's Jaguar Enthusiasts' Club raffle – number 00526.

The prize was a beautiful 2007 XK 4.2 convertible sourced from Jaguar main dealer Sturgess of Leicester.

The proceeds from the tickets, which sold for £1 each at various JEC events throughout 2015, will go to the Royal National Lifeboat Institution. The RNLI have saved at least 140,000 lives at sea since 1824.



This year's lucky JEC prize-draw winner will take away this 2007 XK 4.3 convertible



Fuzz Townshend calls the prize draw winner on the JEC stand

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Rob Newall ahead of Andy Moore



Vredestein Jaguar XK Challenge

October 10, 2015 Silverstone

WORDS: TERRY DYE

PHOTOGRAPHY: CHRIS AND ROGER GAGE

This was the last race meeting of the season for the XK Challenge, amid a reduced entry list for the AMOC '50s Sports Car Race. The race included one of the 'continuity' Lister Jaguars which joined the front row beside a Lotus XI in pole position.

Andrew Moore's XK 150 FHC topped the XK qualifying on row two, with Andrew Wenman and Rob Newall filling the third row. Long-time racer John Harper returned to the fray with an aluminium bodied XK 120 but suffered gearbox problems which shortened his qualifying and kept him out of the race.

Right from the start, an almighty race long and thoroughly entertaining squabble

took place between Newall and Moore with the position changing many times, sometimes two to three times in a lap. With no quarter asked or given, Newall triumphed by the smallest of margins, earning the drive of the day award.

Wenman was initially right up there with this lead pair, but fell back and engaged in a duel with Brands winner Paul Kennelly until another gearbox failure put him out. A poor return for a fine race. Rob Pinchbeck celebrated a race without spin whilst Alexis De Beaumont was another non-finisher after a fine drive.

So the XK Series for 2015 ended on a positive note with everyone looking forward to resuming the battle in 2016. This series has been running for seventeen years and continues to be a real success story.





Alexis De
Beaumont gets a
little crossed up



Andrew Wenman gets ahead of Paul Kennelly

WITH NO QUARTER ASKED OR GIVEN, NEWALL TRIUMPHED BY THE SMALLEST OF MARGINS



Rob Newall and Andy Moore
race for position



Third placed finisher, Paul Kennelly

RESULTS

| | |
|---------------------------------|---------------|
| 1st | Rob Newall |
| 2nd | Andrew Moore |
| 3rd | Paul Kennelly |
| "Drive Of The Day" – Rob Newall | |

Rob Pinchbeck





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LETTER OF THE MONTH

How I agree with Paul Skilleter's observation that the XJ-S "lived for 120mph-plus speeds, where that blend of performance, stability and refinement elevated it head and shoulders above almost anything else on the road," [see *JW* November 2015, p60].

On its inception, one of the US reviewers described the XJ-S as a dinosaur, but nothing could be further from the truth. It wasn't an obsolete design so much as an illegal one, given the proliferation of speed limits during the period of its inception and production. Also, unlike a 'proper' sports car, you couldn't realise its raison d'être on the occasional track day or quick, furtive violation of the speed limit when no one was looking. It was – and is – about effortless, sustained and refined high-speed travel, and not just on motorways and dual carriageways. In the hands of the right driver, and if speed restrictions were not in place, it would be capable of very swift and safe travel on A-roads.

Lyons was always in pursuit of refinement right from the outset, and especially in the pre-war period when Bentley was the benchmark with its

tag 'the silent sports car'. The XJ-S, especially in 5.3-litre form, was a supreme achievement of refinement. This was partly responsible for its later image as an old man's car, plus the fact

that it offered a unique and sublime blend of refinement and, at high speed, remained unrealised for the majority of drivers.

Jonathan Dollimore



That day is now

I was interested to read Paul Walton's comments about his recollections as a young boy dreaming of one day owning his own Jaguar [see *JW* September 2015, p3]. What a great brochure he used to illustrate the idea, one showing a small boy looking through a showroom window with the words, 'Some day, some day'.

Also from Yorkshire, my family moved to New Zealand when I was six years old. In around 1980, at the age of 12 or 13, I became friendly with an elderly couple living in our street and started doing odd jobs for them: painting fences, mowing lawns and, best of all, washing their 1975 XJ6 Series 2. I, too, often used to think that one day I would have a Jaguar like that.

In 2013, I discovered that the car was still owned locally and that the second owner was looking to sell. The opportunity was too good to miss and I am now the very proud owner of that very car I used to dream of.

Chris Asquith

Memory lane

I write with reference to the interesting story by Jim Patten about a lost and found Jaguar Mk 2 [see JW November 2015, p70]. Back in the early Sixties, when I was a member of the BARC (West Midlands), club members would sprint and hill climb at the usual venues, including Long Marston, Wellsbourne and Staverton, sadly all long since gone. The club used to meet at the Mitre Oak, at Ombersley, just down the road from Chateau Impney, also used by members.

One Sunday, the club held a driving test in the pub car park between opening hours. One of the competitors' cars was a Mk 2 owned by a director of GKN, Claude Birch, and driven by Michael Cole. It was quite a large car to manoeuvre between the obstacle markers compared to the Minis and Sprites that also took part. The car was 1 COA, the same as in your feature, and was race-prepared by Jaguar. Many thanks to Jim for this story since it has woken the little grey cells.

Anthony Edwards



Remember another day

I was fascinated to read the article on the Bond XKR in the December issue, since it brought back many vivid memories.

Having worked for Kelsey Publishing for about ten years as tours manager for *Jaguar World Monthly*, some reader might remember me. I was also involved in the setting up of Kelsey Classic Car Storage. During this time there were many superb cars in its care. I remember at one time we had five of the XKR's and two of the Aston Martins that featured in *Die Another Day*. I brought my wife Carol down to see them

and took several photos of her sitting in them. Since there was an embargo on them since the film was yet to be released I was unable to use them.

I was preparing for the Taste of Spain tour for owners of classic Jaguars and had my camera in the boot of the car. Unfortunately the car was stolen, along with the camera that contained film with the XKR images so I never got to see the pictures that I had taken. Yet the memories of the cars are still fixed firmly in my mind. As you stated in the article, each car was very different, one for each special effect

with various guns, rockets and mortar bombs etc. All very exciting to say the least.

Sadly one day a chap turned up to take them away. He could not get his huge transporter to Tithe Barn and so parked on the A21 some distance away. I had to follow him as he drove the cars to where the transporter was located and then return him to the storage facility to collect the next one to the transporter. I distinctly remember many of the staff of a car dealership on the A21 across the road taking a better view of the cars. And mightily impressed they were.

Jeremy Stamper



TWITTER YE NOT

Viktor @ViktorWemmer

Spotted a Jaguar E-type in racing green. It was one of the most beautiful cars I've ever seen. Someone buy me all the British cars, pls.

Adam Chew-Tetlaw @adthebie

@JaguarUK Sportbrake rear lights are a work of art

Phil Huff @FrontSeatPhil

My daughter is having her first-ever driving lesson. AND IT'S IN A JAGUAR XE!

Felipe Massa @MassaFelipe19

Drove the 007 Jaguar CX75 here in Mexico! Fantastic! Williams Advanced Engineering made this car

JLENS Blimp @restoredix

@F1 memories... That silly Jaguar Racing F1 team... Best thing they ever did? Probably spawn @redbullracing

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RICHARD BREMNER

Exclusivity



EXCLUSIVE. It's an adjective that is all too easily reached for by carmakers eager to burnish its cars with the aura of the cut above. We make cars, they seem anxious to suggest, that are so special few others will possess them unless they themselves are special. And unless it's Dacia, which is busy building a reputation on selling cheap, sensible cars, pretty much every car manufacturer has wielded the 'exclusive' word at some time or other.

Exclusivity is relative, of course, especially when it comes to mass-produced items like motorcars, so there are plenty of marque and models that are anything but, even if their makers like to claim otherwise.

When BMW started making serious sales headway here in the early Eighties, it could very reasonably claim that its cars were not only better made and better engineered, but also that they were relatively exclusive. You'd encounter other BMWs, especially in London and the South-East, but seeing a blue propeller coming the other way was not the near-continuous occurrence that it is on a British motorway today.

The same applies to Audis and Mercedes-Benzes, which is no surprise given that all three of these premium marques have been among the top ten best-selling brands in this country for years. In the case of Audi and BMW, they're usually in the upper half of that top ten, too.

Jaguar, on the other hand, is nowhere near this level despite its sales spiking sharply upwards since the arrival of the XE and the second-generation XF. Over the first ten months of this year, Jaguar sold 19,895 cars in the UK, 26 percent more than the 15,754 cars it sold to the end of October in 2014. But these numbers are nothing

compared to what the three premium German marques are selling – Audi shifting 146,482 units, BMW 138,247 and Mercedes 126,433. Although Jaguar sales are rising at quite a rate, Audi still sells more than seven times as many cars.

Of course, exclusivity isn't only about new car sales. It's also about the number of cars on the road of a given type, which obviously determines the frequency with which you see them. The trend is no less striking here, either. According to the How Many Left website, which tracks cars that are licensed and on SORN, there were 1.62million BMWs on UK roads at the end of June this year, 1.34million Audis and 1.57million Mercedes-Benzes. And Jaguars?

Well, that number runs to 310,220. That's still a lot of cars, but well under a quarter of the volume of BMWs out there. A major reason for the relative exclusivity of Jaguars is not that they are hard to attain, but that far fewer people have wanted to attain them, for reasons

that don't need to be raked over here.

Assuming that Jaguar sales continue their healthy rise, we can expect to see more of them than we do today. But the reason they will never be as common here as the three premium German marques is because Jaguar doesn't offer the same vast range today, and neither is it likely to do so in the future.

So, maintaining some exclusivity is probably a better way to proceed as a maker of premium cars. It should make a Jaguar a more special car than its competitors.

Sales figures may rise now that Jaguar is again making head-turners, but they will never be as common as the three major German marques

A REASON FOR THE RELATIVE EXCLUSIVITY OF JAGUARS IS THAT FEWER PEOPLE WANTED TO ATTAIN THEM

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JIM PATTEN

Dare to be different: use a classic year-round



THIS MONTH in *Jaguar World*, I've gone to great lengths to explain how to store a car over winter, and for many, including myself, it is a vital part of older car ownership (see *Classic Workshop*, page 102). But it wasn't always so and it needn't be now.

From my teenage years onwards, I can't remember a time when I didn't own a Jaguar, and using a car 12 months of the year was the only option I had. Back then, we didn't have access to rustproofing products and the best I could do was smother the bottom of my 3.8 E-type with old engine oil (a tip from my parent's neighbour). So there I was at the side of the family home, a lead light dangling from an old apple tree, the car jacked up (did I use axle stands? Probably not!) and me crawling around armed with a fence painting brush and an open tray of festering engine oil. I was covered, and some must have reached the car, too, as it stank for at least a week afterwards. And still the Jaguar rusted.


As the years flew by, far too quickly for my liking, I became more adept at keeping rust at bay. In our *Practical Classics* days, we used my 2+2 E-type on a videotape recording about how to rustproof a classic. I think Paul Skilleter did the commentary. Well, that car held up well enough for me to use most months of the year. With our current knowledge, I can well imagine that using a car regularly wouldn't do it too much harm, as long as sensible measures were taken, although I'd draw a line at venturing out while salt is on the road.

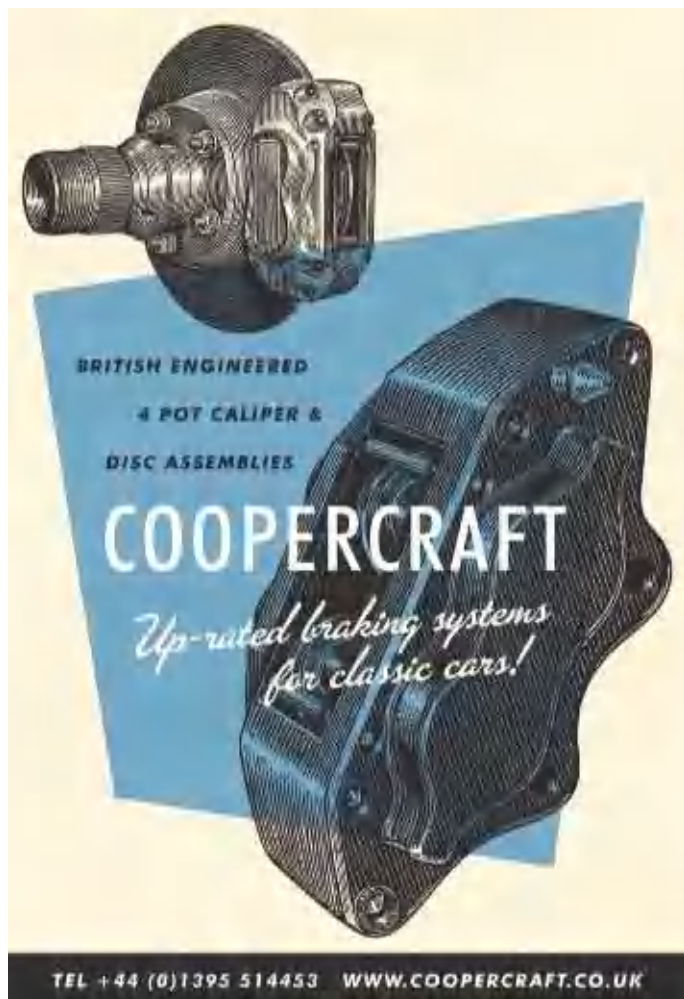
**AS THE YEARS
FLEW BY, FAR
TOO QUICKLY
FOR MY LIKING,
I BECAME
MORE ADEPT
AT KEEPING
RUST AT BAY**

Practicalities are probably the limiting factor. The E-type heater works pretty well (and I even remember having to turn it down during the colder months), but keeping the front screen clear was an issue, and the rear had no heating element at all. But now even these situations are improved. Heated rear screens are readily available and with more powerful heater motors and improved matrix, keeping the screen clear is much improved.

**All-year-round
use is an option**

The downside is poor lighting, especially with the covered headlights trying to deal with the short daylight hours. However, there are still many opportunities for an occasional use, of which it would be a shame not to take advantage. We know that film producer Matthew Whiteman uses his 3.8 E-type all of the year and, as if to reinforce the fun, he sent me this lovely evening image of the car, with the snow just dusting the surroundings. No salt had been laid and grip was surprisingly good – not at all like an XK 120 I was running as a teenager, the car being on out-of-date

Pirelli Cinturato tyres. A piece of ribbon was needed across the sidescreens to stop them blowing out. But, one evening, somebody had forgotten to close the gate at a small airfield and there, stretched out ahead was a great open expanse of virgin snow. What could a growing lad do except drop the hood, lose the sidescreens and live the life? 



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KEITH HELFET

Developing the X308



IN DECEMBER 1994, Geoff Lawson (Jaguar's then design director) came to me saying there was a new saloon programme called X308 – a substantial reengineering of the X300 so it could accept the V8 engine. Geoff asked me to manage the design programme, working alongside a guy called David Scholes, who was the overall project manager. I was then assigned two young designers, Tadeusz "Tad" Jeles and Martin Frost.

Because Jaguar had only recently facelifted the XJ40 for the X300 (which was actually a major reskin), there wasn't much money left for major external changes; we only changed a few details such as new oval sidelights in the front bumper and crystal-like rear lights. But, it was felt that the interior needed revising because it was effectively the same as the XJ40's, which by then was very old. Linear, with just straight lines, it wasn't well received, so there was an opportunity to make it more Jaguar-like and more desirable.

My view from the beginning was that I wanted to get some flowing shapes back into the interior because it really was a design from the Eighties. I also wanted the main dials mounted into a proper dashboard rather than a separate binnacle as per the XJ40/X300. I was inspired from classic Jaguars such as the 420G and Mk 2, when the wood was structural rather than a piece of veneer for decoration.

We started with a sketch programme and Tad soon came up with the idea that we called 'the propeller', since it was propeller shaped (although one 'blade' was slightly bigger than the other since the driver's side would have the instruments). After we had looked at the details, including the

controls and door handles, it soon felt like a coherent and well-developed design.

Part of our brief was also to design out some of the fit problems that the XJ40 and X300 had always suffered from. Getting things to fit nicely can be difficult if the same line runs all the way through in the interior, but Jaguar was in the middle of its quality drive and it was an opportunity to do the job properly.

There was a lot of feasibility battles to begin with, but David Scholes was not only extremely competent, he was also a real Jaguar man, and he understood the value of doing it right and the value of design. David really supported me throughout the process and, as a result, there was very little compromise in our final designs.

When we got ready for production it became apparent that the X308 would be to the XJ40 what the Series 3 was to the original XJ6; it's where everything came together. The X300 was already a handsome car: very low and sporting, fitting in perfectly with Jaguar's image. So, when the performance from the new V8 was added, the whole thing came together to create an

extremely powerful and desirable vehicle. For all of us involved with the project, it was nice to know the X308 was going to be one of the best Jaguar saloons of that era.

A wooden mock-up of the final design for the X308's interior

THERE WAS AN OPPORTUNITY TO MAKE THE INTERIOR MORE JAGUAR-LIKE AND MORE DESIRABLE

■ **Keith Helfet was a designer at Jaguar between 1978 and 2002. His most famous creations are the XJ220 supercar plus the XK180 and F-type concepts. He currently runs his own design company**



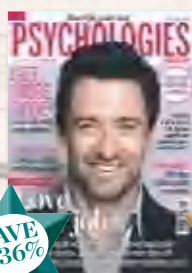


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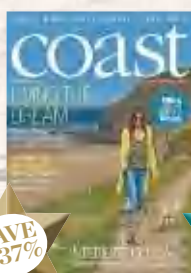
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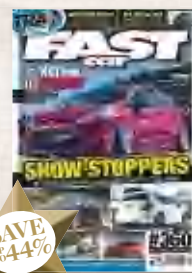
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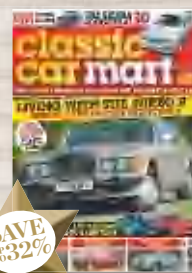
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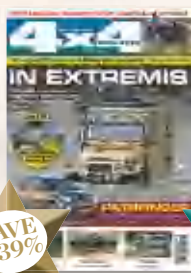
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SIMPLY

WORDS **PAUL WALTON & ROB HAWKINS** PHOTOGRAPHY **MICHAEL BAILIE & ROB HAWKINS**

With its classic looks and modern engine, the X308-practicality. We delve into the car's history, explain what to



THE BEST

generation of XJ may be the best compromise between traditionalism and look for when buying one, and drive three different examples to find out



WHAT MAKES a car great has usually got something to do with good looks, performance and reliability. All of these reasons have kept the XJ in production for almost 50 years. One generation that stands out against the rest, however, is the first generation of XJ8.

Known internally as the X308, it was the second-to-last model to have the traditional XJ looks, and with arguably better proportions than the X350 that followed. The interior was luxurious with plenty of veneer and leather upholstery, and there was a new dashboard. Three versions of the V8

were available, each powerful, and thanks to plenty of investment by the then parent, Ford, into Jaguar's production facilities, the car was better built than its predecessors. So it should come as no surprise that the X308 became one of the best selling of all the XJs, with over 126,000 produced between 1997 and 2002. Over a decade after production ended it remains a popular car for anyone wanting a handsome saloon or a usable modern classic.

To reveal more about the X308's continuing popularity, we analyse the car's development and history, what to look for when buying one and drive an example of all three engine variants.



HISTORY

Unlike some Jaguar models, the X308's six-year history is relatively straightforward

The history of the X308 should really start with Jaguar's new V8 of the era. The idea of a replacement engine for the existing straight six and V12 goes back to the Eighties when engineers met to discuss Jaguar's future engine requirements.

Then came the Lexus LS400 in 1989. The smoothness of the Japanese car's 3,969cc V8 showed group chief engineer (the late) Trevor Crisp how far engine refinement had moved on. "It really did demonstrate that we'd got to make a very significant leap forward to be competitive," he told Paul Skilleter in an interview for the August 2007 edition of *JWM*. "It was probably one of the catalysts, if you like, for asking how much further we could go with the current engine. Really, we felt we needed to start with a clean sheet of paper if we were going to leapfrog Lexus."

The chief engineer for the new engine was David Szczupak, who had been with Jaguar since 1985. Between 1988 and 1990, he was the manager of Jaguar's six-cylinder engine, and in 1996 (after the V8 reached production), he would go on to become the chief programme engineer for the S-TYPE, and Ford's chief powertrain engineer three years later. To begin with, Szczupak and his team looked at a variety of engine configurations, including V10, V12, flat eight, flat six and V6. "We gradually narrowed these down to a possible three-engine range of V6, V8 and V12," he said in the August 2007 issue. The engine's initial codename – AJ26 – was simply the addition of the digits six, eight and 12.

Said Trevor Crisp, "Ten cylinders were rejected on the grounds of inherent design imbalance, and 12 cylinders for cost and increased friction, giving poorer fuel consumption. By concentrating on reducing the reciprocating weight and increasing the rigidity of the engine and transmission structure, we also considered whether we could obtain refinement levels equal to, or better than, our existing V12 engine. A vee configuration, of course, gives a very compact package and greater freedom of design for the whole vehicle."

So the V8 was eventually chosen for a variety of reasons linked to its compactness. Its smaller size meant it was more rigid and, therefore, more refined than a straight six, while its lack of surface area produced less heat. Also, importantly, market research had shown that American customers preferred V8s.

While all of this made sense, there was one hurdle left: Ford. Jaguar needed investment to design the engine, but in 1990, just as the decision was being made to go ahead with the new V8, the American company introduced its own: a 4.6-litre, all-aluminium V8. Ford wanted to rationalise drivetrains across its brands, so it made financial sense for Jaguar to use this new engine, and an argument had to be put forward for Jaguar to use its own instead. Thankfully, figures showed the 4.6 didn't deliver enough power – nor was it refined enough for a Jaguar – and it was physically just too

big. Ford was persuaded, and Jaguar's engineers were given the go ahead to develop a new V8.

The engine was used in the X100 generation of XK8 in 1996, but just around the corner was a V8-engine saloon. Work began on the car as soon as the X300 reached production in 1994 (see Keith Helfet's column on page 27).

On the outside, the XJ8 looked similar to the XJ6, no bad thing since it was a handsome shape that cleverly harked back to the XJ Series 1, without being overly retro. The front bumpers were redesigned with new elliptical indicators and recessed fog lights, while wheel size went up to 17in on the standard cars, giving the X308 a more contemporary stance. The grille was slimmer and curved along the lower edge and, at the rear, crystal-like rear lamps had been added and the number plate trim made broader. These changes worked well with the car's already perfect proportions, resulting in a profoundly handsome saloon. So much so, a Milanese panel of experts voted it *L'Automobile piu Belle del Mondo* (the most beautiful car in the world).

However, 30 percent of the car's underbody was changed and the amount of high-strength steel in the body doubled. The front of the frame was stiffened and the B-post reinforced. The central bearing of the divided propeller shaft was repositioned and an XK8 front suspension, with its revised kingpin angle, was added to sharpen the XJ's handling. Because the AJ26 was more compact than the AJ16 straight six, it enabled a second bulkhead to fit into the engine bay, which not only provided an extra barrier against noise and vibration in the cabin, but allowed important parts of the electrical system to be fitted behind it, out of harm's way.

The inside was totally modernised with an all-new interior. A new, veneer-clad dash (with three portholes for the speedo, rev counter and auxiliary dials, similar to the X100's) replaced the X300's XJ40-sourced plastic binnacle. Instead of an oil pressure or battery gauge, the new digital display beneath the speedo would announce warning messages. The central console was updated with a new stereo panel that also housed a keypad for the optional car phone, along with other basic functions. The front seats were reshaped and could be pushed further back to increase front legroom. Nothing could be done to improve rear space, however, a criticism that plagued the standard-size X300 and X308 models.

There were three versions of the AJ26 engine available during the X308's five-year production: the entry 3.2 with 240bhp, the 290bhp normally aspirated 4.0, and the supercharged 4.0. Like the X300 XJR before it, the X308 version (that in fact arrived a year before the XKR) used an Eaton blower – the M112 – to



Sovereign long-wheel base



Daimler V8 and Super V8



XJ8 3.2



XJ8 4.0



XJ Sport and XJ8

develop 370bhp, making it the most powerful Jaguar saloon ever. It could reach 60mph in just 5.3 seconds and was limited to 155mph, figures a genuine supercar could be proud of.

"It's bonkers fast," said Jeremy Clarkson during a 1997 episode of *Top Gear* that featured the XJR. "If you're not prepared for the towering poke, the XJR will scare you half to death."

With computed-active technology suspension (CATS) fitted as standard, the XJR handled remarkably well for such a large, steel saloon. Our own Jim Patten said about a late example in the August 2002 issue of *JWM*, "Ride, too, is first class for this type of chassis, although more suited to the XK range. Should the chairman choose to take a back seat ride, there could be the occasion that might make him lift an eyebrow or force an involuntary drop of cigar ash."

Despite the car's sporting pretensions, there was no manual gearbox option, the first time for any generation of XJ. The normally aspirated XJ8s came with ZF's 5HP24 five-speed automatic unit while the XJR had a transmission sourced from Mercedes-Benz.

When the X308 went on sale in 1997 there were seven different specifications spread across the Jaguar and Daimler brands (the latter renamed Vanden Plas in some overseas markets), plus short and long wheelbases. They were the 3.2 Sport, XJ8 3.2 and 4.0 (later renamed XJ8 Executive for the UK market in 2000), Sovereign 4.0 LWB, XJR 4.0, Daimler V8 4.0 LWB and Daimler Super V8 LWB, which featured the same supercharged engine as the XJR.

The Sovereign trim was soon made available with the 3.2-litre engine in both standard and long wheelbase, and, in 2002, the XJ8 SE that replaced the Executive came with more standard equipment, such as CATS and extra exterior chrome.

The Daimler versions were the height of luxury, with electric heated seats, electric sunroof and cruise control and the leather trim was to a higher specification than the Jaguar's: the wood had a gold inlay, there were fold-down picnic tables fitted to the rear compartment, and the carpets were protected by thick wool rugs.

Although more expensive than the six and V12 X300 models – at £34,475, the XJ8 3.2 Sport was £4,000 more than the entry-level XJ6 3.2 it replaced – the X308 remained competitive against its rivals. At £40,975, the XJ8 4.0 was almost £10,000 less than the Lexus LS400, even though their performance levels were identical, while the top-spec Daimler Super V8 – at £62,775 – was the same as the Mercedes-Benz S420 LWB.

In 2001, Jaguar produced 500 special edition XJRs called the 100



XJR

to celebrate the centenary of Sir William Lyons' birth (there were also 500 XKR 100s). They were only available in Anthracite with Charcoal leather upholstery, and the interior was trimmed with contrasting red stitching and Birdseye Maple veneer. A leather-covered sports steering wheel and shift knob by Momo were both standard, as were Brembo brakes and 19in BBS Montreal alloys.

The XJ8's build quality was a clear improvement over the X300's, although the AJ26 was initially problematic with timing chain, water pump and Nikasil (bore coating) failures affecting a huge number of early cars. In fact, were it not for Jaguar's decision to replace many of the engines afflicted by the Nikasil issue free of charge (up to a maximum limit of 100,000 miles), the company's reputation may well have been damaged.

There were very few changes during the X308's lifetime, but a new management system with electronic throttle control, two cam sensors (previously one) and oxygen sensors at both ends of each catalyst (previously only at the inlet) were added to the normally aspirated models in 1999 and the XJR a year later. To signify this change, the engine's designation changed from AJ26 to AJ27.

By the time the final X308 rolled off the production line in July 2002 (a Daimler Super V8 that was used by HM Queen Elizabeth II for two years), 126,280 had been produced, making it the second most successful XJ after the XJ40. This means there are plenty of X308s still to choose from, but with even the youngest examples being 13 years old, they're not without their problems. So, what do you need to look for when buying one today?

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BUYING GUIDE

The first generation of XJ8 was easily the best-built XJ in a generation, but with even the newest cars now being 13 years old, you can expect a few issues. In this comprehensive guide, we explain what to look for when buying one of these great-value saloons





Bubbling paintwork on this front wheelarch signifies corrosion underneath



Engine bay corrosion is often concealed, but can exist along the chassis legs and inside the wings



Trapped mud and water may have caused the bottom of this front wing to corrode, or the rust may have started at the jacking point

Bodywork

The X308 has a steel body and consequently rust is now starting to emerge in many. Corrosion from drainage appears to be a problem. For instance, there is a drain hole next to the fuel filler cap (underneath the filler flap), which, if blocked, will allow water to collect and eventually cause corrosion. However, there is a removable filter, which can be cleaned. Similarly, road dirt gets trapped behind the mudflaps and inside the wheelarch liner, leading to corrosion. If a sunroof is fitted, the drain holes can become blocked with dirt, which results in the seals becoming saturated and corrosion emerging along the sides.

The mounts for the rear bumper are made of aluminium, which can corrode and break off, often when someone leans on the bumper. They can be replaced, and this involves removing the rear bumper (Jaguar Spares North East sells them for £53.95).

General corrosion of the body can be found in many of the common areas, including the sills, front wings, all the wheelarches and even the windscreen pillars. Swallows Jaguar Spares has found that rust on front wings, for instance, especially around the A-panel area, can often start at the adjacent jacking point and quickly spread outwards. A good-condition used wing sells for £50-£60 from Eurojag.

There are also a few hard-to-spot areas, especially inside the engine bay, where corrosion can emerge around the chassis legs and inside the wings.

Tom Lenthall provides a comprehensive rustproofing service for £420.

Suspension

Double upper and lower wishbones are fitted at the front of the X308, with a coilover fixed between the lower arm and the bodywork and an anti-roll bar. Look for corrosion around the bottom of the damper, which can result in holes and an MOT failure. A new KYB, Bilstein or Sachs damper cost around £200 from Euro Car Parts.

The front lower arm bushes seem to last for between 40,000 and 50,000 miles. Eurojag sells a semi-refurbished second-hand arm with a new ball joint and good bushes for £72.

A rumble from the front wheel when driving the car could be caused by a worn or old tyre, but it may also be down to a wheel bearing. Check further by raising the respective front corner and waggle the road wheel.

Waggle a road wheel can similarly check the suspension, and there may be some play on the rear due to end float (movement) in the driveshafts and differential. If there are grease nipples on the driveshafts, the end float can sometimes be reduced by pumping grease through them.

Many specialists sell wheel bearings for around £35-£40, but they aren't particularly easy to fit. Eurojag has started selling refurbished hubs for £120 each, which includes new bearings already fitted, making the repair much easier for the average DIY mechanic. Four-wheel alignment should be completed after this repair.

At the rear of the X308, there's an A-frame that houses a lower arm and a damper inside a coil spring, plus there's an anti-roll bar (the driveshaft holds the hub in position and acts as the upper arm). The A-frame often starts to corrode along the seams, resulting in terminal rust. The lower damper mount bushes wear excessively, resulting in a knocking noise when driving. Replacement bushes are available from Jaguar Spares North East for £14 each.

A knocking noise can also be down to worn anti-roll bar mounts and drop links. Shake the ends of the anti-roll bar to check for play. Budget for between £25 and £35 for a pair of new drop links.

Tom Lenthall has found the lower arm inner bush can wear excessively. It is an expensive job to renew the bushes as you have to first dismantle the rear axle assembly.

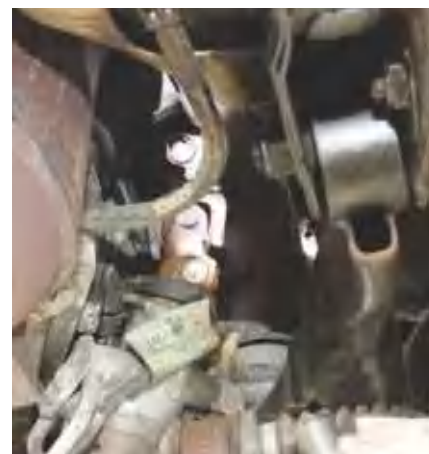


Above: Front lower arm bushes seem to last for 40,000-50,000 miles. Above right: Raise a corner of the car, support with an axle stand, and waggle the road wheel to check for wheel bearing problems and worn suspension bushes.

Steering

The original steering joints on the end of the steering column contain plastic components that can wear excessively, resulting in a knocking noise heard when driving over bumps. Luckily, this can be fixed by fitting a later type of steering joint, which has steel components instead of plastic.

Vehicles with adjustable steering wheels, where the position of the wheel can be moved up and down and forwards and backwards, have been known to become faulty. The problem is often down to the spring shaft shearing. New parts are available to fix this, but the work involved is time consuming and awkward.



Plastic parts in early steering joints wear excessively, but can be replaced with harder-wearing steel components



Above: Applying copper grease to the mating surface of the wheel reduces the risk of it becoming stuck to the hub and difficult to remove in the future Below: The locking wheel-nut key can break, so inspect it and look into replacing it if it's damaged



Wheels and tyres

Alloy wheels were fitted to the X308, with diameters ranging from 16in to 18in. Larger wheels with low-profile tyres are more susceptible to being kerbed, so check the rims on both sides for damage. Also, check the locking wheel-nut key is included and make sure it isn't damaged, because it can easily break.

Worn and old tyres can become noisy, so inspect the treads to ensure they are sufficient and not unevenly worn. Look for a date code on the sidewall of the tyre to indicate when it was manufactured. Most tyres should be changed after six to seven years.

Alloy wheels can easily corrode and stick to the hubs, so make sure the mating surfaces have been greased. Elite and Performance Jags tightens the wheel nuts on alloy wheels to 160Nm (more than the recommended amount) because it finds this helps to reduce brake judder and is sufficient for the size of the threads.

Brakes

The servo-assisted brakes on the X308 feature single-piston calipers all round on all models except for the supercharged R, which may have optional Brembo four-pot calipers at the front. Steel brake pipes were originally fitted, which may have corroded. Check the ends of the brake pipes where they are fitted to a connection for a flexi-hose or a T-piece – the union, pipework and any other fittings can corrode.

The single-piston calipers use slider bolts, which can seize if they are not regularly maintained. The caliper's piston can also stick, making it difficult to retract,

especially after fitting new discs and pads. These problems can also lead to worn pads and warped discs, especially if the brakes are binding. New or reconditioned brake calipers are available, with prices starting at £81.95 from Jaguar Spares North East (a complete front brake disc and pad set is £75.95).

The brakes on the rear are discs and calipers; the handbrake operates a set of brake shoes inside a drum, which is part of each rear brake disc. The handbrake shoes are rarely inspected and the handbrake isn't often used, so ineffective handbrakes are common. Thankfully, parts are cheap with handbrake shoes costing around £36 and a full set of rear discs and pads around £80.



Handbrake adjustment: prise off the small cover to reveal an access hole. Position it at 12 o'clock and use a small screwdriver to adjust the handbrake shoes



Single-piston calipers are fitted on most models. The slider bolts can seize if they are not regularly maintained



Saggy headlining is a common sight on the X308



Electric seats with memory function can fail, but are often fixed with a system reset

Interior

Sagging headlining cloth is a common sight on many an X308. An upholsterer may be able to fix it, but Myrtle (01843 844962 www.jagheadlinings.co.uk) sells new headlining board for £200 plus postage.

Elsewhere inside, look for typical wear and tear, including along the driver's seat bolster, scratches on the door and gear knob and marks around the steering wheel.

Check that everything works, ranging from the lights and wipers to the climate control and seats. An erratic climate control can sometimes be fixed with a reset. Similarly, if the seats have a memory function, the settings can be lost, but a reset often fixes the problem. Windscreen washers can fail (fracture) as the pipework and jets are attached to the wiper arm.

The X308 has an OBD2 diagnostic port, which was a step in the right direction long before it became compulsory for production cars to have one fitted, so if you have a diagnostic dongle and laptop, you may be able to identify any error codes.

Engine

All X308 models are powered by a petrol-fed V8, displacing 3.2 or 4.0 litres (the larger being the same engine that was fitted to the XK8 X100 up until 2002).

Timing chain failure is a common problem, often caused by the fitting of plastic timing chain tensioners. There are four timing chains, four tensioners (two upper and two lower) and four guides. Replacing everything with an adapted version of the 4.2 V8 timing chain kit with aluminium guides is the best solution, and costs around £300. The work involved is time consuming and Tom Lenthall charges £960 to supply and fit this kit on a naturally aspirated X308, and £1,200 on a supercharged XJR.

Cylinder bore wear resulting in excessive oil consumption and engine failure seems to be the biggest problem. The cause has often been blamed on the Nikasil lining of the cylinder bores that wears quickly due to the high sulphur content in petrol in the late Nineties. Many engines have been replaced under warranty and the sulphur content in petrol has now been reduced. However, some specialists blame short engine runs and stop/start driving. The cylinder bores become flooded and washed with fuel, leading to excessive engine wear because of a lack of lubrication.

Second-hand engines are available from



Supercharged V8 suffers from the same timing chain issues as the naturally aspirated models

Eurojag, with prices starting at £600 for the 3.2 and £720 for the 4.0-litre. If the engine needs an uprated timing chain kit, Eurojag charges £300 to supply and fit (much easier with the engine removed).

Other common V8 problems include water pump failure when the pump's vanes separate from the shaft – resulting in the pump spinning but failing to circulate coolant around the engine. Budget for about £60 for a new water pump.

The original thermostat housing is made of plastic and can crack and leak. It can be uprated with an aluminium housing for around £40. Look out for coolant pipe and rocker cover gasket leaks.

Air flow meter trouble on the supercharged XJR is common and Eurojag sells good-condition, second-hand units for £60. Similarly, superchargers can fail on the XJR and are also available second-hand through Eurojag, from £180.

Gearbox

The XJR has a Mercedes five-speed automatic gearbox, whereas other non-supercharged models use a ZF five-speed automatic 'box. According to Eurojag, there's a steady demand for the ZF gearbox; Eurojag sells them from £420, including the torque converter. This is much cheaper than repairing it, which can cost around £1,200. Richard Sim at SSS Jaguars explains why they fail: "The forward clutch drum is held together by a large circlip, which locates into a rebate in the front of the drum. In order to fit the circlip, the drum is slotted to allow expansion for the clip's location. These slotted sections break off the drum over a period of time, allowing the clutches to misalign and the circlip to come out of its recess. This

manifests itself by a harsh banging into gear, usually from rest, and eventual loss of drive when the pressure to the system becomes insufficient."

All the specialists we spoke to recommend renewing the gearbox oil. Tom Lenthall recommends changing the oil in the XJR's gearbox every 30,000 miles and renewing the filter every 60,000 miles. He has found it is cheaper to buy a service kit from a Mercedes dealer rather than a Jaguar dealer, and it includes the gaskets, filter and an electrical connector.

The Mercedes gearbox is known to leak a little fluid onto the electrical connector, which can result in gearbox-related fault codes. This can often be fixed with a new electrical pack; one from Jaguar will cost around £1,500 because it's supplied with a valve block, while Mercedes sells the electrical pack for around £150.



The X308 is equipped with a ZF or Mercedes automatic gearbox



Oil changes are recommended on all X308 gearboxes

Thanks to:

Richard Sim at SSS Jaguars (tel: 01622 844608; www.sssjaguars.co.uk)

Tom Lenthall (tel: 0118 976 2899; www.tomlenthall.co.uk)

Jaguar Spares North East (tel: 0191 586 7770; www.jaguarspares-northeast.co.uk)

Swallows Independent Jaguar Specialists (tel: 01934 750319; www.swallows-jag.co.uk)

Elite and Performance Jags (tel: 01332 265826; www.eapj.com)

Eurojag (tel: 01325 722777; www.eurojag.com)

Note: All prices include VAT

DRIVING

Although all X308s use the same basic engine, the three variants feel notably different to drive

XJ8 3.2

This blue XJ8 3.2 might be the X308's entry model lacking the XJR's bigger wheels and mesh grille to set it apart, but it still has all the grace of the more powerful models. Almost 20 years after the X308 went on sale (and 22 since the practically identical X300 was first seen), the car remains as elegant as ever, its proportions better than the X350 and, controversially, the current generation of XJ. Surprisingly, the car is quite small: at just over five metres (199in) in length, it is not a great deal longer than the first generation of XF (4.9m).

The car's comparatively diminutive size means there's plenty of room in the front, but very little in the rear. The restyled seats have improved legroom over the X300 generation, but it's still poor for a luxury saloon. To be chauffeured in an X308 you would need the long wheelbase, which – at 515cm in overall length – gave a few extra knee-saving inches of legroom.

Along with the other X308s gathered here, this 3.2 feels amazingly well built. Yes, the interior design, with its thick plank of veneer covering the dashboard, is as modern as a Regency clock, but the wood shines like a mirror and the lack of rattles or squeaks that can affect the X308's immediate predecessors is pleasing. Old fashioned it may be, but it's a massive improvement over the X300's plastic dial pack (that came from the XJ40).

Although there's a V8 beneath the long bonnet, this one only produces 240bhp in a car that weighs 1,710kg (3,770lb), so acceleration is steady rather than startling. Keep the accelerator pedal to the floor and the five-speed automatic gearbox kicks down, but it's not a pleasurable experience and the car never really feels fast even when pushed hard, as the 0-60mph time of 8.1 seconds shows. Instead, thanks to its supple handling and that quiet and refined engine, it is best to reserve the 3.2 for long, comfortable motorway journeys, at which it still excels.

Sovereign 3.2

Engine
3,248cc V8
Power
240bhp
Torque
233lb ft
0-60mph
8.1secs
Top speed
140mph
Economy
23.5mpg
Price new
£36,675
Value now
£3,000





Sovereign 4.0

Engine
3,996cc V8
Power
290bhp
Torque
393nm
0-60mph
150mph
Top speed
6.9secs
Economy
23mpg
Price new
£46,575
Value now
£3,500

Sovereign 4.0

With 36,635 examples, the Sovereign 4.0 was the best-selling X308, outstripping the XJR by more than 20,000 cars. And it's easy to see why. With all the car's exterior trim chromed (including window frames, rain gutters, light cluster surrounds, radiator grille surround, and boot lid plinth) plus its handsome 17in alloys, the Sovereign continues to be every inch the stately limousine. Buy one today, and you'll still be confused for a Nineties prime minister. Former PM Tony Blair used an armoured version when he was in office [see *JWM*, July 2012]. Inside there are electric front seats, cruise control and rear parking sensors.



But this car's real strength is its 4.0-litre version of the AJ26 V8. Pumping out 290bhp, it feels strong and powerful, accelerating the car to 60mph in just under seven seconds. That's an impressive figure for a car that weighs close to two tons, especially compared to the Mercedes-Benz S420 that took an arthritic 8.3. It doesn't have the grunt of the supercharged XJR, but kickdown is still easier to achieve than the 3.2, and the engine is always refined and whisper quiet.

However, one thing that does give away the car's age is its handling. Although the ride is comfortable at slow speeds, without CATS, the Sovereign tends to roll through corners if pushed too hard. The steering isn't that sharp, either, and little corrections are constantly needed to make it through corners in one piece. But let's be honest, the unsupercharged XJ8 was never intended for that sort of tomfoolery – it was for travelling in style and comfort with enough firepower to get you out of trouble if needed.



XJR 4.0

Engine
3,996cc V8 SC
Power
370bhp
Torque
387lb ft
0-60mph
5.3secs
Top speed
155mph
Economy
22.4mpg
Price new
£51,950
Value now
£5,000

XJR 4.0

This is the ultimate version of the X308, but not just because of the tremendous power produced by its supercharged 4.0 V8. Thanks to its mesh grille, lack of chrome and 18in seven-spoke Asteroid alloys (standard between 2000 and 2002), the car is still the epitome of the sports saloon but in a more subtle way. Because it has less bling and is smaller than the current model, it always operates beneath the radar.

The one thing that disappointed me with this and the X300 generation of XJR is that their interiors are too similar to the entry models. There isn't even an XJR embossed into the steering wheel, as per the X350



generation, or anywhere in the veneer. But there is one minor difference to remind you of what this car is really about, the word SUPERCHARGED appears on the rev counter.

Or maybe it's a warning, because as soon as you go anywhere near the throttle pedal the car accelerates with surprising strength for a car nearing 20 years old. Power arrives instantly and seems never-ending, as if you'd run out of road before the XJR runs out of steam. It sounds great, too, a deep growl from the V8 matched with the whistling of the supercharger.

Thanks to Jaguar's still-clever CATS, the XJR's handling is always controlled and you can flick the big car through tight bends with surprising ease. But, step away from sports driving and the car remains supple, not hard like the current XJR. It's because of these two sides of its character – fast yet comfortable – that the X308 generation of XJR is still a viable choice for regular use.

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Car owners, Derek Brown
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Nene Jag Specialists (01733
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for help locating the cars used in
this feature

OWNERS' VIEWS



Charles Clark

1998 XJ8 3.2

After ten years and 100,000 miles, in 1999 I decided to replace my XJ40 XJ6 with an XJ8. I bought my current 3.2 from the main dealer in Norwich – it was 11 months old and had virtually zero miles on the clock.

Not long after I'd bought the car, the engine needed to be replaced. As a so-called Nikasil engine, it had started to lose power due to porous cylinders. It was swapped without any argument by my local Jaguar main dealer, quickly and discreetly.

Other than that, it's been trouble free. The car has now covered 66,000 miles and I've driven it all over Europe, from Budapest down to Seville. It was always very amusing on the German autobahns when BMW and Mercedes-Benz drivers wanted to race, but I was always very good and resisted.

I can't see myself selling it any time soon. For what it is worth, I wouldn't be able to replace it with a car that has the same level of comfort.



Derek Brown

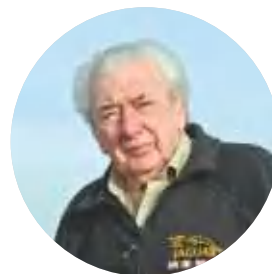
2002 Sovereign 4.0

In 2003, I asked a dealer to find an XJ8 in a nice specification – preferably a Sovereign – to replace my existing XJ6. He called back late one afternoon to say a car had just come up on the online dealer network, a blue 2002 4.0 Sovereign that had been first owned by Browns Lane. I said I'd have to think about it, to which he replied, "Don't take too long – it won't be there in the morning."

I called him not long after and said, "Get it." It's actually one of the last X308s to be built; when I bought the car, Jaguar was already producing the X350.

Thirteen years later, it's still absolutely super. I only use it for long runs – my daughter lives in Yorkshire and it's perfect for that, returning 25mpg, less when towing a trailer. I tow a 7¼in-gauge railway locomotive that weighs two thirds of a ton, but other than a rattle from the detachable tow bar, it's effortless.

Other than some corrosion around the front suspension (which I had treated properly), the car has cost me very little.



Arthur Clapham

2001 XJR

I first bought my car in 2003 when it was just two years old. I'd previously owned a couple of classic XJs, including Series 1 and Series 2 Daimler Sovereigns (I still have the second, a 1974 car, but it's in need of restoration), but I wanted the power of the supercharged V8. I love the car's shape, finding it has more style than the X350 and the current XJ yet retains all the comfort the model is famous for.

When I first bought the car, a business associate of mine rode with me on a journey of about 70 miles. He was fascinated by the ability to get radio, CD, tape player and hands-free phone or hand set in the back seat on the press of a button, describing the experience as, "A ride in a high-speed boardroom."

More than a decade later, I have no plans to part with it. With just 55,000 miles on the clock, it has never let me down and, other than regular servicing, hasn't needed any work. With an XF for everyday use, the XJR is now a fine-weather car.



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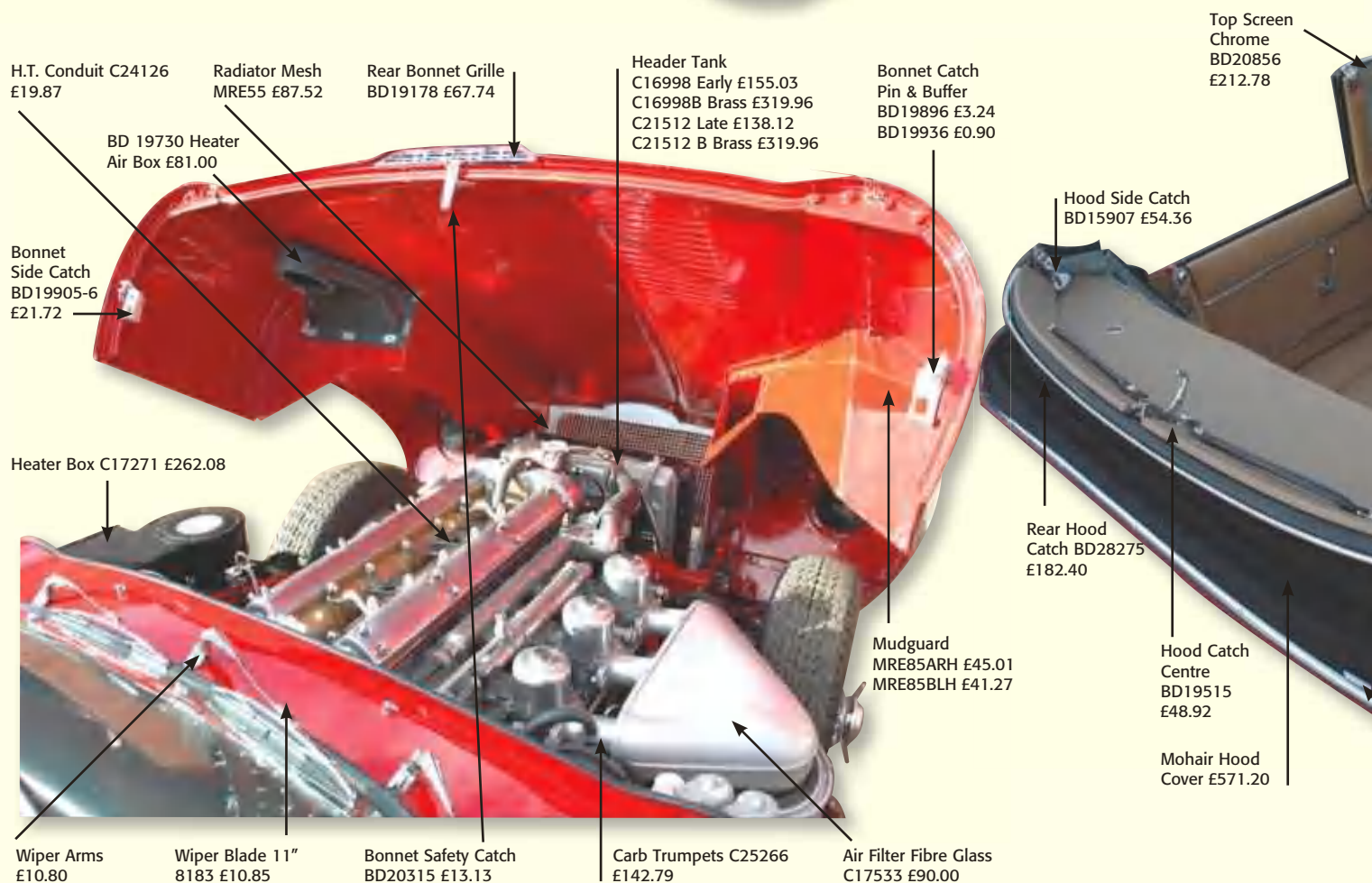
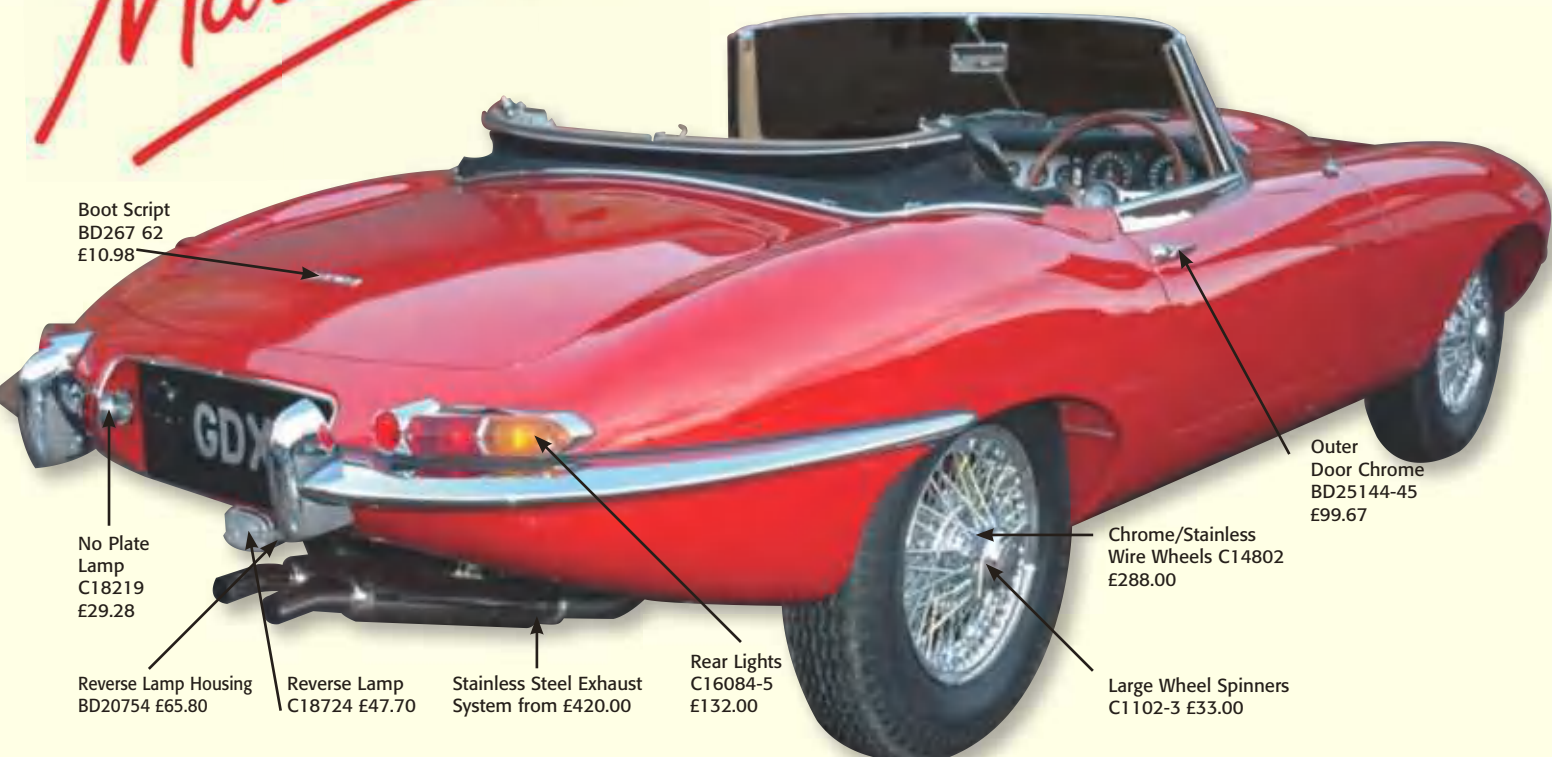
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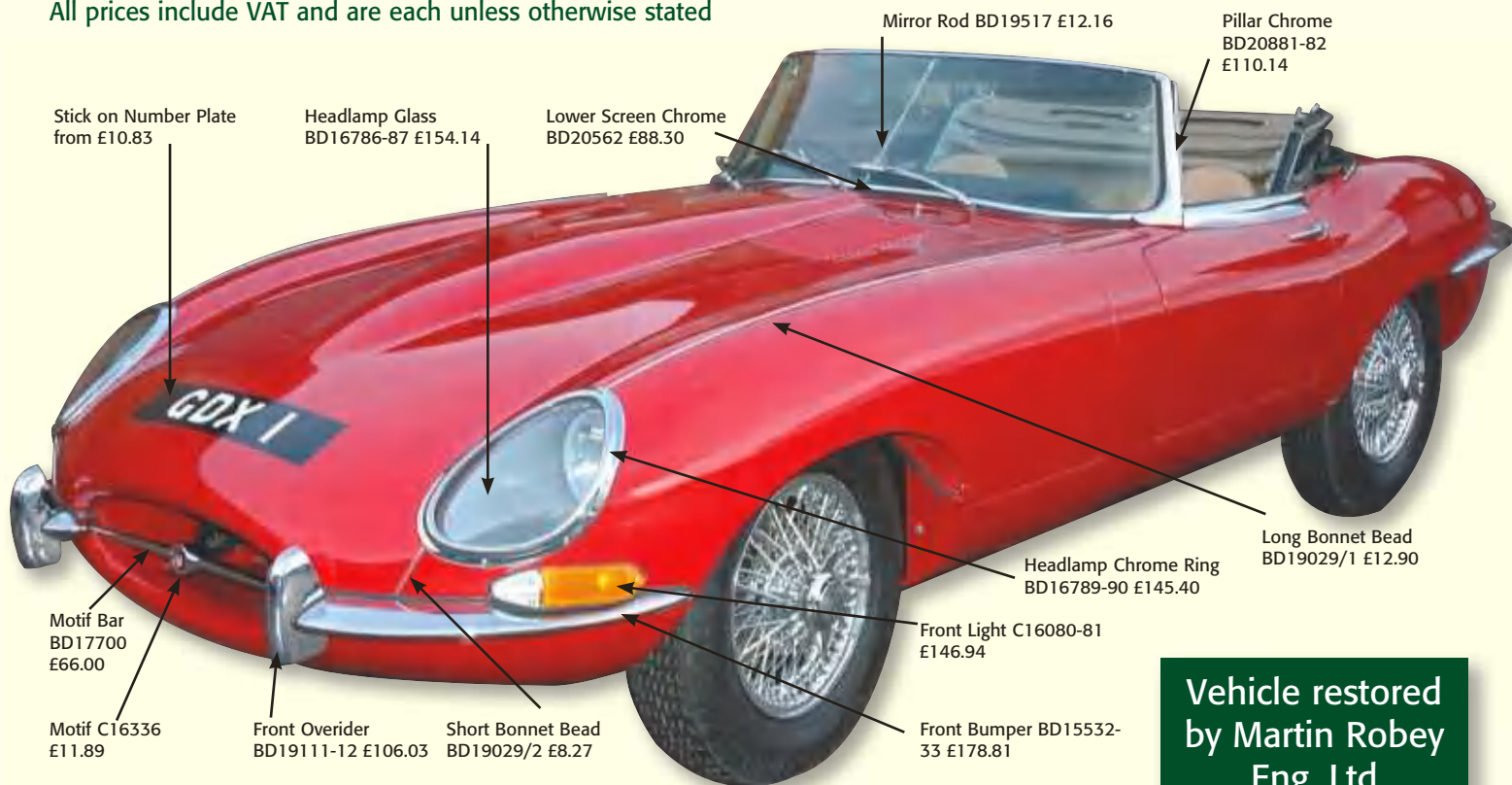
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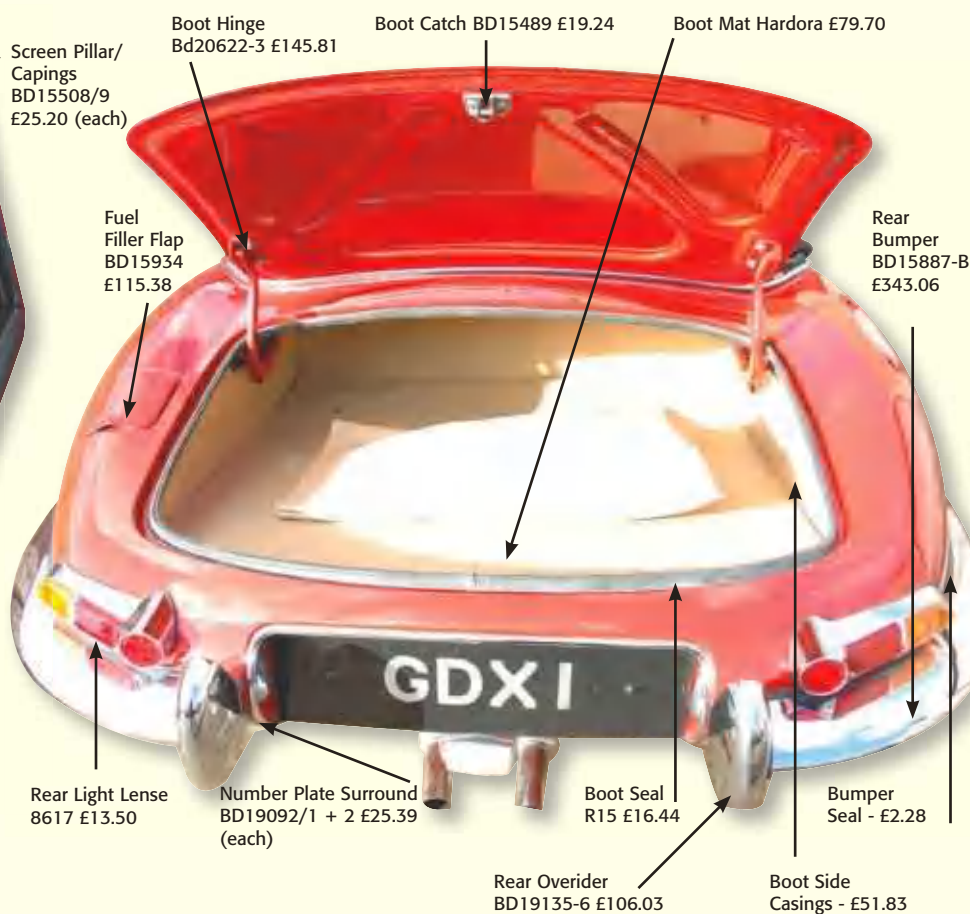


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Z-CAR INSPIRATION

WORDS & PHOTOGRAPHY **JIM PATTEN**

When an early E-type arrived in the UK with a Chevrolet V8 engine and huge rear wheelarches, it was a perfect candidate for a restoration into period competition specification



JAGUAR HAD always intended the E-type to go racing. A proposed race series for production sports cars formed the very basis for the replacement of the ageing XK series. By 1958, the first prototype was up and running. Labelled E1A, the code read E for type, 1 the first prototype and A for aluminium. With no frills, this little roadster was powered by a production 2.4-litre engine and gave an impressive turn of speed. After rigorous testing and a few prototypes later, Jaguar had a car that would stun the world when it was announced at the Geneva motor show in 1961.

Gaining the essential 150mph proved more problematic, though. Getting close wasn't difficult. Just about any E-type

would nibble the century-and-a-half, but to reach it required, among other things, a specially selected engine and the removal of the front overriders. But in road testers' hands, both open and closed cars just edged past the magical 150mph. It mattered little to owners, though, as few would venture into that territory anyway. With a sub-seven second dash to 60, the new E-type was a seriously quick car and was almost race ready off the line.

Jaguar was acutely aware of what it had and put seven cars to one side to be specially prepared under 'Project No ZP537/24'. It was essential that the cars ended up in the right hands, so FRW 'Lofty' England made sure that he cherry picked suitable owners. Two E-types were directed

to Tommy Sopwith's Equipe Endeavour, John Coombs and Peter Berry Racing, while a single car went to Sir Gawain Bailey.

Surprisingly, little was done to the cars initially. The cylinder heads were gas flowed with 0.025in skimmed from the face, which along with 9:1 compression pistons certainly gave a useful hike. The gas-flowed 'head was matched to the inlet manifold while a lightened flywheel, competition crank damper and modified clutch all helped. Valve clearances were increased from the standard of 0.004 inlet and 0.006 exhaust to 0.008 and 0.010 respectively. The entire air cleaner assembly was removed and replaced by three tapered air trumpets. It is suspected that shock absorbers were stiffened, but the brakes (at this stage, at least) were left alone. ►



Oulton Park was the venue for its first outing in April 1961, with both Coombs and Equipe Endeavour entering a single car each; Hill drove for Equipe Endeavour and Roy Salvadori for Coombs. Hill took first blood after Salvadori slipped back to third with brake problems, allowing Innes Ireland through in an Aston Martin. But there was no doubting the phenomenal performance of the car. Buoyed by the success, Jaguar continued with development, culminating with the lightweight cars made with an all-aluminium bodysell.

Jaguar was aware that customers would be entering races in their own right, so decided to prepare a small 20-page booklet entitled *Tuning & Preparation of "E" TYPE CARS* for competition use. This precious little tome provided the first piece of information from the factory and although many would follow their own route, the advice shown formed the bedrock of what was to come: snippets reveal that when the air cleaner assembly was removed, the carburettor should be fitted with UO needles; there was a recommendation that the heating system be taken off and

an aluminium blanking plate be used to blank off the hole in the bulkhead; and for the exhaust system, it was suggested that the centre boxes be replaced by straight pipes, keeping back pressure to a minimum. Interestingly, we have seen cases where the centre boxes remain in place and the rears removed. At this stage, there was no suggestion of replacing the brakes, although it was recommended that Ferodo DS.11 or Mintex 875 racing pads be used. For events other than short club events, cooling ducts were proposed and drawings included in the booklet, along with a small hole cut into the bonnet. One paragraph spells out in no uncertain terms that the suggested modifications lie within the terms of Appendix J, Group 3 of the FIA Regulations. All of these modifications could be done at the factory on new cars – the Gentleman's Racer – as former development engineer Peter Taylor remembers.

As time went by, further improvements were made and homologated. Larger, Mk IX calipers and discs with 2.5in square pads were adopted (to be standard on the lightweight), but they were not a



Gorgeous steering wheel ahead of early dot pattern aluminium centre dash and centre console



Pumpkin-coloured cylinder head denotes early 3.8 E-type. This has D-type cams

straightforward fit, and a conversion bracket had to be fabricated to carry the larger calipers. I am still puzzled why Jaguar did not adopt these brakes as standard wear for the E-type, over the always-marginal standard brakes with 1 7/8in square pads. Costs were the usual explanation.

Large, front-engine cars were soon uncompetitive in sports car racing and the E-type slipped into various club events, culminating in the magnificent ModSport period in the UK, before being lost, only to resurface again as restored historic racers.



Chassis number 875058 was despatched on June 8, 1961, and delivered to Mr M Press of Hollywood. Absolutely nothing is known about the car in its American years, with only a few tantalising clues found during the restoration. It is said that Eagle imported the car to the UK among a batch of others. Paul Webb, the well known E-type specialist and former E-type racer, imported the car to the UK among a batch of other cars. He applied to Jaguar Heritage for factory records in a first attempt to trace the history of this unusually modified car.

Colin Percy, a former touring car racer, has been around historic racing for a long time and once owned a genuine ZP537/24 E-type, EE 400, one of the Tommy Sopwith Equipe Endeavour cars. In the mood for another project, he was attracted by the early chassis number and had in mind to recreate a ZP E-type. It mattered not that the shell had huge rear wheelarches or that the original engine had been supplanted by a Chevrolet V8, the main underpinnings were there and



ABOVE: T-key situated on the A-post. **CENTRE:** Thicker screen chrome; dog-leg ends with a junction piece. Exhaust system is straight through at the rear. **RIGHT:** Discreet brake cooling duct in lower pan

that was enough. CMC was charged with the restoration to Colin's detailed requirements, a sound decision bearing in mind its experience in historic and race Jaguars.

As the car was unpicked, tantalising clues from its past were revealed. The obvious was the rear arches, but many cars went through this phase during the unloved Seventies. But more interest was sparked when evidence was seen of what looked like SCCA roll-cage mounts. Two 2in diameter holes behind the driver, and a plate at the front to receive the cage, certainly had everyone thinking. The engine and gearbox had long gone, so no clues could be gleaned

from the power unit. But there was the final drive. When this was stripped, a 3.77:1 ratio was discovered, extremely unusual on an E-type where even a 3.54 is a little low. The automatic assumption is that this car has seen some sort of competition. But, then, many E-types did race at club level. The final incarnation suggested that the car appeared in some sort of drag racing guise, a popular series for cars in their post-race period. With a Chevy V8 engine and 3.77:1 axle ratio, this Jaguar would have been like lightning off the line. But, at this stage, nothing can be certain and any additional information would be welcomed.

An original 1961 casting 3.8-litre engine was sourced and rebuilt to period specification with D-type cams in the gas-flowed cylinder head. The reciprocating parts were lightened and balanced as a matter of course. As this was to be a track day/road car, rather than risk the occasional stone getting into the open trumpets, the correct, early air-intake box (no flutes and large join) was used in conjunction with an efficient ITG air filter. Again with road use in mind, a five-speed Tremec-based gearbox has been used. We know how keen Jaguar was to have a five-speed gearbox in period and

it even resorted to the heavy ZF unit for the lightweights. But, it is easy enough to reinstate a Moss 'box should the need arise.

The suspension followed a similar philosophy. Koni shock absorbers, a thicker roll bar and Mk IX-style front brake calipers are all period-style fittings. Although the bodyshell required all the usual work, there were a few considerations to take into account. This car would have had flat floor, external bonnet catches and inset bonnet louvres, and while the early bonnet features would be retained, the flat floor and restricted section behind the driver's seat would be addressed. As gorgeous as the original E-type was, the taller driver struggled in the restricted cabin. Graham Hill insisted on the mod for ECD 400, while, HRH the Duke of Kent and Jaguar PR man Andrew Whyte all complained about the lack of room.

Experimental inserted what it called a cake tray into the floor to allow more freedom for feet, while a scoop was taken out behind the driver's seat to allow more rear travel. This proved a huge help in racing, not to mention comfort on the road. In various steps, later production cars would receive this necessary upgrade.



Like those first cars, Colin stipulated and sourced an original 1961 steel bonnet, but also had an aluminium bonnet made as an option. Finally, the car was finished and was a credit to the guys at CMC.

Colin had a no-compromise approach to having the car restored exactly as he wanted it for himself, but a change in plans brings this car to the market. Now it is placed with Ferrari specialist DK Engineering, which still has a love of Jaguar at its heart.



It's November and the wind is howling; but at least it is dry, the breeze having absorbed what moisture was left. In front of me, 875058 looks magnificent. My eyes take in key features such as off-set competition wire wheels, the teardrop covers for the bonnet catches and straight-through exhaust pipes instead of boxes at the rear. There's even the correct-style oval air intake near the bonnet nose. With the bonnet up, the inset louvres are seen as a rectangular box. There are Koni dampers and the Mk IX calipers sit on the correct, fabricated adaptors.

The aluminium radiator with the end cooling fins looks so appropriate with the standard header tank up top. These early cars, like the XK 150S, had pumpkin-coloured cylinder heads and, on this car, short extractor manifolds take the exhaust gasses through standard silencer boxes, although straight-through pipes replace the boxes at the rear.

Inside, it is absolutely perfect. A leather rim steering wheel with equidistant spokes graces the dash, where the padded top is much


LEFT: Chevy V8 and wide arches have an untold story to tell

slimmer than later versions. The dash centre and handbrake surround are aluminium with a dot pattern, another early feature.

Behind the wheel, there is room. The seat is back on its full adjustment and with the dropped floor there is room enough for my feet. Today, our run is confined to a blast along the farm drive, enough to get to third of the five gears. Even on this brief acquaintance, the quality of the restoration shines through. The engine is eager and pulls well, while the gearbox slots through its ratios with ease, unlike some five-speed conversions I've encountered. The leather Derrington-style rim wheel communicates with the wheels with feeling and the tactile nature of the material is just perfect.

It is impossible to get a real feel from the short blast, but I suspect that this is one serious motor car. The potential is massive. Keep it as a road car and it will make a magnificent mile-muncher through Europe. But, for me, the car is straining at the leash, desperate to be used in some sort of competitive event, like any one of the many historic rallies.

As previously mentioned, it is now for sale with DK Engineering and represents fantastic value for money at £244,995 – I know through personal experience how much money is absorbed in a top restoration, something that this car has enjoyed. Couple an early chassis number and the ZP537/24 specification and the deal gets better. Just compare the price to an equivalent Aston Martin or Ferrari, and the traditional Jaguar value for money remains as valid as ever.

Enquiries should be directed through DK Engineering. Tel: 01923 287687; www.dkeng.co.uk. 





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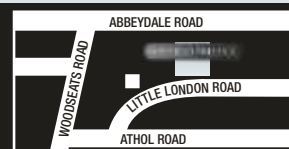
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EXPERT PANEL

WORDS RICHARD BREMNER

Jaguar Heritage is starting to supply new panels for E-type. We find out more

IF YOU are at the cutting, shaping, welding and judicious-bending-to-fit stage of a major E-type refurbishment (or burning eBay hours in the hope of turning up an elusive new-old-stock genuine factory body panel), your prayers are about to be answered. Jaguar Heritage is starting to produce brand new body panels for the E-type using measurements taken from the cars themselves.

Jaguar Heritage has developed a brand new set of tools that will enable it to offer a range of 30 panels for the E-type S1, 18 for the S2 and six for the S3. The panels are for both the roadster and the coupe, and it's likely that Jaguar will extend the range in time, not only for E-types but also for other models.

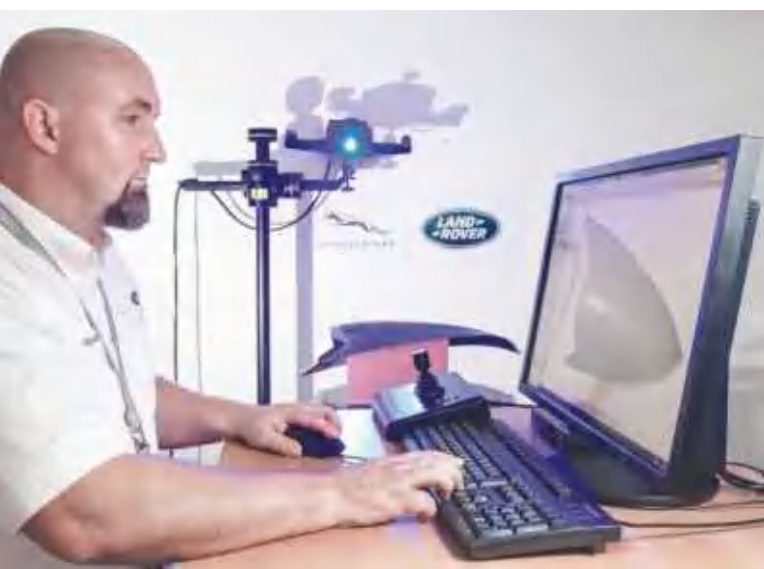
"Jaguar is brand building, and protecting its heritage by developing its original equipment parts supply," explains spokesman Tony O'Keeffe. "We're not attacking other suppliers," he's eager to add, "but we do own the intellectual property for the E-type." The company also wants to use the skills it has built up while developing the Lightweight E-type continuation models to add more E-type spares.

The project to develop new E-type body panel tooling

has been led by engineer Paul Bridges. Now Jaguar Heritage's restoration manager, he was previously deeply involved in the development of the body structure for today's F-TYPE and, on top of that, is himself a classic car enthusiast, owning several E-types including the 22nd roadster.

"The available stampings have done a creditable job of keeping cars on the road," says Bridges. "These parts prevented a lot of cars from being scrapped – and they've done a great job. Our intention is to provide high-quality panels that more closely represent the fit and finessing processes," he explains. "Now that Jaguar Heritage is itself in the business of restoring cars, we wanted to improve the lot of E-type restorers and be able to do it ourselves. We're retooling using everything we know from modern manufacturing techniques."

Applying this to the partial recreation of a car that was last produced 41 years ago has involved some overseas shopping, heat guns, an arsenal of computers and measuring equipment, and a salt mine. The shopping occurred in North America, and involved the purchase of a pair of Series 1 E-types, one a roadster, one a coupe, both of them unrestored, uncrashed, low-mileage and virtually uncorroded.



These cars were the templates for a process that began with their dismantling, the soda blasting of their bodies and then measuring using 3D scanning. After that came the heat gun, which was used to melt away the lead loading to expose the panels' welded joints, which were then carefully unpicked to yield individual panels.

Heritage will not tool up every part required to make a complete bodyshell, though. "The front and rear bulkheads typically don't rust," says Bridges, "and by reusing elements you protect a higher degree of originality."

He says that developing the tooling to make these new panels mirrors the design of a new vehicle. In the case of the Jaguar F-TYPE, that started with measuring the full-size clay model produced by the design

the original, too. By using the scan, and drawing data together, we can align the original model and toolmakers' interpretation of the drawings with real-life panels. We've also got as close as possible to the gauge of the original metal by converting period SWG [Standard Wire Gauge] to currently available metric gauges."

Jaguar has toolled up the bits typically needed in a mid-restoration, such as the rear wheel-housing components, the sills and the rear wings. The exterior panel data underwent an extra process: ALIAS industrial software used to perfect the panels' surface contours and their relative gaps to one another. Says Bridges, "You end up with a fully surfaced CAD file," a 21st Century means of recording the essence of a mid-20th

ONLY JAGUAR HAS ACCESS TO THE ORIGINAL DIMENSIONS, THE GAUGE AND GRADE OF MATERIAL

department. The only difference here is that rather than measuring a clay, the data was gathered from the progressively dismembered E-types. They employed the same scanning methods used during modern Jaguar creation, with cameras recording 150,000-200,000 data points that were fed into a Dassault Systems CATIA V5 3D system, as used by Jaguar's design department.

From this, 3D files were cross-referenced from the original E-type drawings, which are stored in a Jaguar Land Rover archive buried deep within a salt mine in Cheshire. Why? Because it's dry, fireproof and secure – original E-type engineering drawings being very precious.

As Bridges says, "Only Jaguar Land Rover has access to the original dimensions, the gauge and grade of material, and their critical characteristics such as the flanges on the door apertures. We can use the drawings to make sure that the functional parts work.

"We've improved on some of the dimensional challenges of

Century product. From this, the subtly massaged data was fed direct to the computer-controlled machines that cut the tooling. The completed tooling was tested to confirm the accuracy of the panels, first by 3D measuring and then by trial-building them into a body.

The finished panels also undergo a vital process that an original E-type's panels did not benefit from: each pressing is deep cleaned in a phosphate solution before being immersion dip-coated with a primer that is far more durable than it was in the Sixties. Complete door sub-assemblies are seam-sealed around their clinches as well, to prevent the corrosion between inner and outer skin.

Prices? Well, Bridges says they are competitive against rival parts. So expect higher prices than for existing reproduction panels but the value-enhancing fact that they are Jaguar-branded (even if they haven't come from a secret stash of period panels). And you can order them from your local Jaguar dealer. **RB**





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THE ART OF PERFORMANCE



Last crusader

The first generation of XF helped to reinvent Jaguar's image and illustrate the new and creative cars we could expect from the company. We mark its passing by driving the last one built to the Jaguar Heritage Trust's new headquarters



TO EVERY other road user, this will be just another white XF, a ubiquitous car seen in supermarket car parks and on the outside lane of the M1. But this one isn't – this is the final example of a car that, for almost a decade, played a key part in Jaguar's resurgence, doing more to put the company onto the mainstream map than any other. To say Jaguar owes much to this model is an understatement; if it were not for the success of the first XF I doubt we'd have the XJ in its current form, never mind state-of-the-art cars in new markets, mainly the XE and F-PACE. To sign off the car's eight-year production, I will be driving this car to its long-term home: Jaguar Heritage Trust's purpose-built workshop at Gaydon.

WORDS & PHOTOGRAPHY **PAUL WALTON**



It is chaotic when I arrive at Jaguar Heritage's top-secret facility in the middle of Coventry, and with good reason. After being the Trust's behind-the-scenes-home for almost a decade, a place where the beautiful cars in its care can be prepared for international events, everything is being packed for the move to the new facility at the British Motor Museum at Gaydon. I feel like a roadie at a Who concert – there are so many men of a certain age pushing packing crates around.

But the largest operation revolves around the cars themselves. The majority of the Jaguar Heritage Trust's 150-plus vehicles need to be driven there by Heritage's team of two full-time technicians plus an army of volunteers, although some cars, such as the competition cars and very early Swallow and SS models, will be loaded onto enormous transporters. I put my name forward to drive one of the cars to the Trust's new HQ and am assigned a Polaris White XF 2.2 200PS R-Sport, registration J15 XFR. It would be easy to dismiss it as somebody's company car – that's what the well-equipped R-Sport specification was created for, after all – but it's as important as the dark blue XJ40 (M94 FVX), the light blue XJS coupe (P60 XJS) and the metallic blue XKR 4.2-S (XK05 JAG) that are also ready to be moved. That's because the XF, like the rest of these cars, is the last of the original generation (codenamed X250). And significantly, after this car, there was

just fresh air coming down the Castle Bromwich production line.

This makes the XF priceless (actually, the 2.2 200PS R-Sport had a list price of £36,250, but you get my meaning) and, totally unique, apart from the tens of thousands of other X250s Jaguar built between 2007 and 2015. So, despite driving plenty of other XFs over the past eight years, from an SV8 in the February 2009 issue to the XFR-S Sportbrake in June 2015, I'm slightly apprehensive when I get behind the wheel of this one. With several other priceless Jaguars in formation, I start the diesel engine, watch as the four air vents rotate into position, and then leave Jaguar Heritage's former storage facility for the last time.

As the convoy heads towards Coventry's picturesque bypass, I reacquaint myself with the interior of the old XF. This is the first time I've driven an X250 since the launch of the new model – the X260 – for the October 2015 issue of JW, so I assumed beforehand that I'd find its interior old fashioned. Wrong. With three rows of flush-fitting buttons, a digital display in the middle of the dial pack and its famous rotary gear selector, the car still looks and feels fresh. It is clear that the X260 isn't the great leap forward the X250 was, but that was always one of this car's strengths.

Other than the C-XF concept from early 2007 (which was created to give a taster of the already-designed XF before its Frankfurt

show launch the following September), it looked like no other previous Jaguar.

Gone were the S-TYPE's controversial retro design themes; instead, the shape was crisp, modern and coupe-like. The 2010 facelift sharpened this further due to its slim LED headlights, which were similar to the C-XF's (and which, chief designer, Ian Callum always wanted, but technology in 2007 couldn't deliver). The car was the biggest step forward in terms of Jaguar design since the XJ-S from 1975, and because the new XF is reminiscent of this one, that hasn't changed. The car still looks good, too. The grille might be small by today's standards, but it's as much of a head turner as it ever was.

The car's success and acceptance was the backbone of Jaguar's recent success, showing what the company was capable of in terms of design and engineering. If the car had not clicked with buyers, we might not have seen the XJ in its current form or the XE, F-PACE and new generation of XF. By being so versatile, it was also the car to open up new markets for the company. Jaguar's first executive estate – the Sportbrake – is based on the XF and it is the company's first mid-sized saloon with a four-cylinder diesel. With either 163PS or 200PS, this 2.2-litre was an important addition to the XF's range because, compared to the existing 3.0d model, by emitting just 139g/km of CO₂, it was much more tax friendly for the company car user.



This final X250 has the 200PS (197bhp) version of that engine and, as I head down the A46 past Kenilworth, I'm reminded of how fast it is. Acceleration is strong and confident, with 62mph reached in a healthy eight seconds; if I kept my foot down, it would top out at 140mph.

My biggest disappointment with the 2.2 was always the eight-speed automatic gearbox. Ideally suited to the 3.0 diesel and V8 petrol engines, with the four-cylinder it changes up and down too many times as it hunts around for more torque. It does sound a little clattery, though, having neither the quietness nor the refinement of the company's new 2.0 diesel (as found in the XE and the replacement XF). On cold mornings, the Italian Racing Red example I had on test for three months back in early 2013 chugged into life like a tractor, but the car did transport me to Paris and back on a single tank of fuel, averaging an amazing 53.4mpg [see *JWM*, May 2013].

These 25 miles to Gaydon are enough to illustrate how well the XF still handles. With plenty of grip and little body roll, there are no surprises through corners. Little wonder, then, that Jaguar was able to drop the supercharged V8 under the bonnet of the XFR and for the car to remain composed. But this generation of XF could have been even better. It was originally planned to use an all-new aluminium construction, but a lack of time and finances meant Jaguar's engineers had to recycle Ford's DEW98 steel platform,



**“THESE 25 MILES TO
GAYDON ARE ENOUGH
TO ILLUSTRATE HOW WELL
THE XF STILL HANDLES**



NEW AND OLD

As well as the final X250 generation of XF, the Jaguar Heritage Trust also has the first one of its type in its care. Built on November 26, 2007, it is the same basic car as the white R-Sport, but, in reality, the two are quite different, reflecting the tastes and trends of the times they were made.

While the final X250 XF has a sensible and more environmentally friendly 2.2-litre diesel, the first is a fuel-thirsty SV8 – the supercharged 4.2-litre model with 410bhp that came before the 5.0 XFR. And the first car doesn't have the last one's cool, stylish black veneer in the interior, either, but rather more traditional wood with aluminium.

Their colours reflect their eras too; the SV8's Vapour Grey (think metallic mushroom) is the sort of complicated colour favoured in the mid-2000s, while the R-Sport's white is a current favourite. Twenty-two percent of new cars registered in the UK during 2014 were white, compared to just 1.1 in 2007, according to the Society of Motor Manufacturers and Traders.

Finally, the older model has more chrome than its newer sibling, including the grille, front air vent vanes and window surrounds. The result is it looks more dated than the white equivalent with its black pack. Together, the duo represents the eight-year history of this remarkable car.



the same one as beneath the S-TYPE. This means that despite the X250 having some aluminium panels, it doesn't feel as nimble as the new, all-alloy version, due in part to the 190kg weight difference between them. Plus, while this one has the same suspension as the S-TYPE, the X260 has the new F-TYPE-inspired double-wishbone front suspension and integral-link rear suspension that makes it sharper. I guess that's called progress.

As I cruise through the beautiful Warwickshire countryside towards the car's new home, I'm impressed by how good the old XF still feels. Its looks, packaging and performance remain as relevant today as they were in 2007 and if the X250's production had continued beyond 2015 I reckon it would still find buyers. And I can't be the only one to think that – all those drivers of recently registered XFs aren't driving them due to a lack of credible alternatives.

When I arrive at Gaydon's new Museum Collection Centre (MCC) adjacent to the

existing British Motor Museum, I note that the chaos has followed me, with cars and packing crates everywhere. Yet this £4million building represents a secure future for the Trust and its cars. Purpose built with more room and better insulation than the collections' previous home in a former warehouse, it's the ideal location for preserving these important vehicles – as well as storing the reserve collection from both Jaguar Heritage and the British Motor Museum. And, because the MCC will be open to the public as part of the general admission ticket, these cars – some of which haven't been seen since Heritage's Browns Lane museum closed in 2012 – will be on display once again. The Jaguar Heritage Trust will continue to have dedicated display areas in the Coventry Transport Museum and the main hall of the Motor Centre.

So, while it might look like just another XF, it's comforting to know that this important example of a groundbreaking Jaguar will be fondly preserved and displayed. **PW**



FEATURE CAR

From its original launch to the more recent and fearsome 550PS models, the X250 generation of XF has appeared in Jaguar World many times between 2007 and 2015. Here are nine of the best articles.



November 2007

Ahead of its official unveiling, Phil Weeden is given a behind-the-scenes look at pre-launch track testing, while Matt Skelton talks to XF chief programme engineer Mick Hohan.



February 2008

After months of teasing, JWM contributor Stuart Birch finally gets behind the wheel of the V8 models of the new XF in Arizona. He came away impressed.



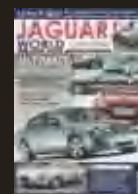
February 2009

Paul Walton compares the XF SV8 with the magnificent V10-engined Audi S6. The Jaguar was the winner, with Paul saying, "It provided the right mix of comfort, power and agility."



October 2010

Matt drives the two versions of the 3.0 S, one with adaptive suspension, the other with passive. He said, "The active car is softer when you're cruising and harder when you're pushing."



May 2011

Keiron Fennelly talks to officers from the West Midlands' Police Force about its XF fleet. "We're fans of the Jaguar," said PC Crump. "The steering is right and the transmission is extremely responsive."



May 2012

Phil Weeden compares the XFR 5.0 with the then new BMW M5, finding, "On the limit the XFR appears to be slightly edgier – something we were not expecting."



October 2013

Ridge Motorsport Park in Washington State was the location for the first drive of the fearsome XFR-S, which Phil found perfectly demonstrated the car's tremendous agility and traction



January 2014

Paul supports a London-to-Paris bike ride using a Sportbrake, saying the trip was, "A real-life illustration of the car's abilities, both on a practical and a driving enjoyment level."



June 2015

In the same issue as the new XF is revealed, Paul heads to Loch Ness to go monster-hunting with an XFR-S Sportbrake, and he wonders if the car will be replaced with something similar.

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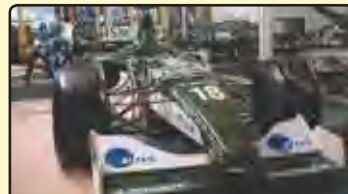
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Sir) William Lyons famously remarked that the 2½-litre side-valve engine, as used in the S.S.90 sports car, “Wouldn’t pull the skin off a rice pudding.”

The S.S.90 was a huge leap forward for the small coachbuilding company but they still depended heavily on components from the Standard Motor Company. Standard had no plans to seek extra power from its sturdy six-cylinder engine, leaving Jaguar to look at an alternative plan.

Swallow had been evolving from sidecars to attractive coachbuilt bodies attached to proprietary chassis before taking the enormous step into motor manufacturing. It was a gradual process that would take a few years before the umbilical cord of reliance on external manufacturers could be severed. Lyons had also been hamstrung by his business partner William Walmsey, without whom, ironically, he would never have started the business in the first place. Circumstances combined to extricate Lyons from this difficult position when, in January 1934, Walmsey decided to retire. To finance this very expensive situation, Lyons floated the

newly formed SS Cars Ltd on the stock exchange. As chairman and managing director, Lyons then had complete control over the company and was able to proceed unhindered.

While the S.S.90 had been a pretty car, it was overshadowed by many of the sporting cars of the time and was labelled a bit of a boulevard cruiser. Driving and handling was as good as anything of the time but it was simply perceived to be a bit of a slug. Lyons knew that 75bhp just wasn’t enough and sought ways of hiking this power to at least 90bhp, if not 100bhp. A lifeline was offered by a name put forward by the foundry used by S.S. Cars, Harry Weslake. Weslake was a bit of a firebrand but he knew his subject. His manner would have been at odds to the slightly stiff demeanour adopted by Lyons, and had it not been for Weslake’s intense knowledge, the two would certainly have clashed. In fact, the relationship was to last for many years with a great deal of mutual respect.

With Weslake’s services retained, the 2,663cc side-valve engine was examined and some improvements made. Weslake is quoted as saying that the valves needed to go upstairs; he simply meant



Show OFF

*We celebrate the SS 100's 80th anniversary
and drive the 1935 Olympia show car*

modifying the engine to run with overhead valves instead of the ageing side-valve set up. It was agreed that if 95bhp were achievable then the go-ahead would be given. A side-valve engine block was used with the valve access section covered by a blanking plate. Weslake designed a new cylinder head containing the valves, and when fully tested it resulted in 104bhp@4,500rpm. Everyone was delighted; Weslake reckoned it one of his finest moments.

Without a machine shop capable of turning out these engines in quantity, Standard Motors was approached and a deal struck where Standard continued to supply fully built engines to the design of SS Cars. It was in April 1935 that Lyons secured the services of William Heynes as chief engineer. Heynes, who would play a pivotal role within the company, was immediately tasked with bringing a new range of cars to the market: two versions of a saloon and a sports car. It was also at this time that a new company name was sought. As an emerging manufacturer, they wanted to distance themselves from the coachbuilding associations of the Swallow Coachbuilding Company. Interestingly, a list was drawn from birds,

fish and animals. Lyons immediately liked the sound of Jaguar and after some communication with Armstrong Siddley, who had the rights to the name, the new cars would thereafter be known as SS Jaguar (the stops removed between the esses). Lyons never did let on what SS represented.

Although development concentrated on the new saloon car – a four-cylinder 1½-litre and a six of 2½-litre – the sports car proved more than just a warm up of the out-going S.S.90. Much of the chassis remained the same as the S.S.90, which in turn was little more than a modified S.S.1 chassis. Most improvements were on the appendages, initiated by the parts fitted to the new saloon. The steering box went from Marles Weller to a Burman Douglas worm-and-nut type, while the cable-operated brakes were replaced by the highly efficient Girling rod-operated system of wedge and roller design. With a large 18in wheel diameter and a hub of 15in, the big drum brakes did not suffer from the fade later experienced on post-war cars with a smaller enclosed wheel. But for minor changes in damping and spring mounting, the suspension was largely the same.



STOW MARIES AERODROME

Europe's largest surviving World War One aerodrome, Stow Maries, has escaped development over the years and remains largely untouched. Today, it is a thriving and growing, functioning museum with many events, including flying days. Gradually, the original

buildings (previously used for farm storage) are being sympathetically restored and it is hoped that the aerodrome will eventually return to its former glory.

Alongside the aerodrome is a vast area of natural beauty, providing a habitat for all manner of wildlife. Russell Savory is a keen naturalist and has often appeared on TV. > www.stowmaries.org.uk

Casual observers might be forgiven for not noticing any changes in the outward appearance. But, in fact, there were many. The most obvious difference was in the shape of the fuel tank, which was upright on the rear of the S.S.90, and at a slight angle for the SS 100. Subtle differences to the radiator grille and the addition of SS 100 cast into the headlamp tie bar also told the difference. Inside, the car was virtually identical with only minor changes to instrumentation made. But, of course, it was the engine that had made a significant difference. Now, the extremely attractive two-seater had power to match and was the measure of all but the most exotic machinery, like the Alfa Romeo 8C or Mercedes 540K.

The 1935 Olympia Motor Show held in October heralded a new beginning for SS Jaguar, which quite naturally concentrated efforts on the new saloons. A single SS Jaguar 100 graced the stage, overshadowed by the saloons. That sole SS 100 was the first to be delivered and bore chassis number 18002, finished in black with green trim. Production was slow to follow, with deliveries of the 100 starting to trickle through in 1936. But, Olympia had the required effect of showing Jaguar as a serious manufacturer,

growing from its coachbuilding roots. It would be untrue to say that the new sports car was a runaway success, but it was well received.

Weighing in at just over a ton, the 104bhp propelled the two-seater to 94mph, narrowly missing the full 100mph. Acceleration proved very strong with the 0-60mph dash taking just 12.8 seconds, a quick time back in 1936, especially when compared against such exotica as the low-chassis Invicta – where a 4.5-litre Meadows engine was needed for similar performance.

Lyons was already showing his hand for incredible value for money. At just £395, it was priced about the same as a 1½-litre Riley Lynx but, curiously, £10 more than the SS Jaguar 2½-litre saloon. To put these prices into perspective, Ford had its famous £100 car with the Model Y. The new SS Jaguar 100 sat comfortably between the lower-powered MG, Singer and perhaps Morgan, with the more glamorous Aston Martin and some seriously competent cars from Europe, like the BMW 328.

There could be no doubt about the ability of the SS 100 in competition, when, in 1936, Tommy and Elsie Wisdom won the Glacier Cup in the International Trial, driving chassis number 18008, soon to become known as Old Number 8. This car was much used for development and was to receive the experimental 3½-litre engine, which later, in modified form, lapped Brooklands at an impressive 118mph.

In 1937, the larger engine was used in production models to continue alongside the 2½-litre and the newly established Jaguar company finally had a car that would clear 100mph. War put an end to production, but although production resumed with a post-war version of the saloon range, the 100 was not resurrected. It was not until 1948, with the arrival of the XK 120, that Jaguar had



Chrome aplenty. Note '100' on headlamp tie bar



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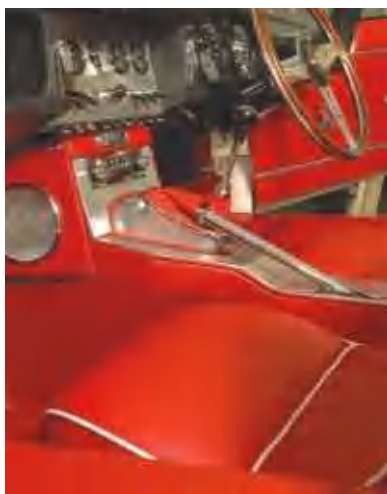
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another sports car. In total, just 308 cars were built: 191 2½-litre and 117 3½-litre cars.

According to the records, 18002 was despatched from the factory on April 30, 1936 to Mr DG Bird of Glasgow. Absolutely nothing is known of his ownership, although it is thought that he became a long-term owner. Notes in the history file attest to him being the only owner until July 2, 1971, when John Tattershall's name was entered on the registration document. Tattershall remained the car's keeper for 21 years before it was sold to William Ainscough in Wigan on June 22, 1992. In September of the same year, Paul Skilleter compiled FIA papers on 002, stating that it had been subject to a restoration. Later reports show it to have been driven in Europe, including at Spa in April 2005. M J Hekenkamp of Belgium had a short tenure with the car from 2005 through to 2006, when it returned to the UK with Gregor Fiskien. That's when Derek Hood of JD Classics entered the picture. He initially bought the car for his own private collection in 2007, but after some gentle pressure, sold it and bought it back a couple of times before selling it again in 2015.

For some unaccountable reason, it took the Vintage Sportscar Club time to give the SS 100 the recognition it deserved. Some had even unfairly deemed it the 'cad's car'. Nothing could have been further from the truth. Period road tests report favourable opinions of high performance and decent handling. It was easily the measure of the competitors in period and appeared to have few vices. Perhaps its closest competitor was the BMW 328, said to have inspired Jaguar's own XK 120. With its rakish low-slung good looks, the 100 was an easy car to drive, unlike many that clung to their vintage roots.



The UK is enjoying an Indian summer when Russell Savory at Stow Maries WW1 Aerodrome encourages us to arrive before sunrise to photograph the rays as they greet the new day. He has arranged to have his toolroom operational replica of a Be2e aircraft in 37(D) squadron colours as a photographic backdrop for SS 100 chassis number 18002, which has been brought over by Chris Ward at JD Classics.

The atmosphere is palpable as we look across the fields teeming with wildlife, the shadows broken by the silhouette of the Be2e. Russell directs us exactly where to place the SS 100, although we are prepared to move fast if need be. Only the sound of birdsong punctuates the silence as the early risers seek breakfast. Then, slowly at first, the sun's rays start to break cover and pour light into the bi-plane's cockpit, before picking out the curves of the 100. Nobody speaks but the hairs on the back of my neck prick. It is difficult to tear ourselves away from this memorable experience, but steaming tea and a decent breakfast calls from the officer's mess.



Dash layout was virtually lifted from the S.S.90



Engine was the first overhead valve. Note blue cap of the magneto

Mid-morning approaches and with it comes the expected clear blue sky. The volunteers are busy wheeling out yet another magnificent craft, a 1915 Sopwith Snipe, powered by Bentley. Okay, being pedantic, the SS Jaguar 100 would have been better suited to a Spitfire, but today, in this location, with these evocative machines, time is bridged and they look fabulous. My qualifications do not extend to flying a WW1 aircraft and I am told that few are. With a constant-loss oil system, flying could be messy. But I do know the SS 100 and this example is superb.

At some point, a magneto has replaced the distributor, a part often used in period. A driver of an XK would be comfortable in this seat, and that's something that can't be said about many pre-war cars. It's cramped, especially around the pedals, and although we do not drive like the Wisdoms on a European rally, we relish the pre-war potential.

Gearchange is akin to any Moss 'box and, used in tandem with engine revs, it is extremely efficient. Those huge brake drums work well, too. With a flat surface, cornering is good – but throw in some rough and the car will protest (but do the job anyway). Sir William Lyons certainly achieved his objective. Show me a rice pudding and I'll rip the skin clean off! 🍷



Thanks to: JD Classics for the use of this unique SS Jaguar 100 (www.jdclassics.com)

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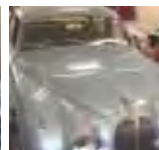
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OUT OF THE ORDINARY

In the mid-2000s, PalmerSport used ten track-prepared XKR's at its Bedfordshire-based racing school. We drive one of these fearsome machines at Castle Combe

WORDS PAUL WALTON PHOTOGRAPHY ANTONY FRASER

THE FAMILIAR deep and melodic rumble of the XKR's V8 is a little louder than normal. Even if I didn't know how fast I was travelling, the tremendous noise would give it away.

The car feels much faster than any other 4.2-litre XKR I've driven. But so it should. Highly modified by PalmerSport in 2006 for its series of track days, this once-luxurious coupe has been transformed into

a pseudo-racing car. It's now in private hands, and I've been invited to experience this awesome machine at Castle Combe.

I arrive quickly at one of the circuit's tricky corners, change down a couple of gears, and nail the throttle out of the bend – an action that once again fills the cabin with the gravelly note of the car's V8. The car accelerates hard, pushing me backwards with an immense force and, not for the first time today, I think, this is no ordinary XKR.

The X150 generation of XK may not seem the most suitable candidate to transform into a track-day car. They are too big for one thing, and too luxurious for another. Jonathan Palmer thought otherwise, however, and he should know.

After originally training to be a doctor, Palmer competed in 83 Grand Prix between 1983 and 1989 for several teams, including Williams and Tyrrell. At the end of 1989, he joined McLaren to become the team's test driver, a job that also included developing



the F1 road car. He took a prototype to a then record-breaking 231mph at the Nardo test track in Italy. Palmer was also a regular in sports cars, a career highlight being a second place at Le Mans in 1985. So when he was impressed by the XKR shortly after the car's launch, he knew what he was talking about.

He arranged for ten pre-production models to replace PalmerSport's existing fleet of Nissan 350Zs, and its own technicians then transformed the cars into hard-biting track cars, with only a little help from Jaguar.

"We did correspond with them once to talk through some certain aspects of the car, but that was all," confirms Steve Kerr, who worked for Jaguar's Special Vehicle Operations at the time.

The interiors were stripped bare, the usual cossetting seats replaced with restrictive racing versions, and carbon fibre replacing the standard door cards.

Beneath the skin, the suspension was upgraded using Bilstein dampers and Eibach springs, while the removal of the car's ECU

speed-limiter device saw the car able to reach 60mph in just 4.5 seconds and top 185mph. Compare that to the car's road figures of 4.9 seconds and 155mph. So fast was the car, PalmerSport had to extend its circuit, the Bedford Autodrome, by 60 percent, creating a longer 140mph straight and new, fast-flowing corners.

To handle the sharper bends, the XKR's brakes were upgraded to the same 400mm front and 350mm rear discs as used on the limited edition XKR Portfolio. ►

TRACK TEST

PALMERSPORT XKR

Sticky Yokohama tyres found themselves wrapped around 20in Senta alloy wheels, and a huge GT2-style rear wing added extra downforce.

Painted in grey with a huge leaper, they were formidable-looking machines – very similar to the XKRs that Apex Motorsport raced in the FIA GT3 European Championship during the mid-2000s. The cars were ready for the 2007 season, alongside the Jaguar-engined JP1 sports prototype and other machines.

Said Palmer in April 2007, “The PalmerSport event has earned a reputation for being the best driving event in the world. Part of achieving this is to continually evolve our programme with a new headline car each year. Inevitably it gets tougher to improve upon the best, but the Jaguar XKR has ticked all the boxes. Stunning looks, incredible performance, a beautifully balanced chassis, glorious sound and outstanding value. And what’s most important, our customers think so, too.”

The cars soon became popular with PalmerSport’s customers, who enjoyed the grunt of the 4.2-litre V8. Wrote one online reviewer in 2009, “After some of the other cars I’d driven on the track day, I thought this one might be a bit lardy and unresponsive, but not a bit. It was

thunderously quick on the straights and really felt quite light and nimble around the bends.” JW’s former editor Matt Skelton, who drove one at the Bedford Autodrome for the July 2007 issue, was equally impressed. “Burying the throttle results in savage acceleration,” he wrote.

After three hard years, the ten XKRs were put out to pasture, to be replaced by a fleet of BMW M3 GTPs. So, in late 2009, they were advertised for £18,000

each, or £145,000 for the lot. A few have subsequently come up for sale, three being bought by father-and-son track-day enthusiasts who entrusted them to the Bristol-based Swallow Independent Jaguar Specialists to prepare for track events.

With a test day at Castle Combe organised, I am invited by Gary and Tom Robinson from Swallows to experience this formidable car for myself. I didn’t need to be asked twice.





The XKR looks magnificent in Castle Combe's paddock. The handsome metallic grey coupe, with its huge wing and aggressive appearance, is surrounded by a variety of cars from a standard MX-5 to a track-prepared Ford Sierra Cosworth; a panther among a cage of domestic cats. The car has been transported to the circuit by Gary and Tom, who have been caring for the car on behalf of its owners, Michael Hanson Snr and Michael Hanson Jnr from Clitheroe, Lancashire, for a number of years. Gary tells me, "The Hanson's are highly experienced competitors and collectors of classic and historic racing cars. They purchased their first former PalmerSport XKR from an auction in 2011 and, realising its providence, another was bought in 2012 after an extensive search." A third has recently been purchased and is currently being transformed to the same speciation.

The cars – including the one I'm about to drive – were recommissioned to return them to a reliable and track-ready state once again. To begin with, Swallows removed their



Clockwise from top left: Formidable GT2-style rear wing; air filter behind the headlights increases air flow; standard XKR bonnet air vent; Swallows has added this A-pillar mounted oil pressure gauge; plenty of carbon fibre in the interior; stripped out boot shows fire extinguisher; standard dial pack but with gear change lights. Below: The XKR sits on Castle Combe's start line





EVEN WHEN TREATED GENTLY, THERE'S A FEROCIOUSNESS TO THE CAR'S ACCELERATION

dual controls and installed all-new safety hardware to the latest FIA standards.

Gary and his team then carried out various upgrades and development work such as overhauling the supercharger, including adding larger intercooler pumps and intercooler, and adding upgraded supercharger pulleys.

The engine management system has been upgraded with Swallows' own system following extensive dyno power runs.

The front and rear Bilstein suspension has been totally overhauled, while steering upgrades include complete power flex bushes. The Senta alloys are now shod with Pirelli P Zero Trofeo R race tyres and the braking system totally overhauled to match.

Little wonder then, that the Hansons use these fabulous cars regularly, for which Gary and his son, Tom, also provide full trackside support for both vehicles at British and European circuits. Today, it's the turn of Castle Combe.

The car in front of me has undergone extensive panel and bodywork restoration

before it was painted in its original livery, complete with the white transfers. The only addition from its PalmerSport days is Swallows' own logo.

Even with aerodynamic additions, the X150's handsome lines prevail, but it's no longer discreet. Wherever it goes it extorts attention. This interest, this feeling that whoever is driving must surely know what they're doing, doesn't put me at ease.

After a safety briefing by the clerk of the course, it's time to hit the track. I open the lighter-than-normal driver's door, clamber ungracefully over the rollcage in my racing helmet, and fall into the tight racing seat. As I attempt to fasten the four-point racing harness, it's clear to me that this is no modified example of a boulevard cruiser: its now a full-on racing car. Even in its most extreme factory guise – the XKR-S GT [see *JW*, July 2015, p38] – the XK has a sense of luxury, but not this one. The interior is bare, stripped out and basic. My feet rest on cold metal instead of thick

carpet, while carbon fibre has replaced the beautiful leather door cards, and also covers the gearbox surround.

One area that hasn't been ripped out or changed is the central console. Because it is needed for the car's ECU to continue working, all the buttons, the touch screen and air vents remain the same as any other early XK. The screen has the familiar, if now dated, graphics that control the still-operational ventilation. So, there is still a touch of luxury, afterall – the bliss of having cold air on my face in what is, in effect, a racing car, which are never usually the best-ventilated of machines.

I punch the red starter button and the V8 engine bursts instantly into life, filling the cabin with a deep, menacing growl. I pull the gear selector down to realise there's no drive position; it goes straight into sport mode. This car has few compromises. I weave my way through the paddock towards the holding area where I'm waved straight onto the track. Here goes.

I slowly squeeze the throttle pedal to find that, even when treated gently, there's a ferociousness to the car's acceleration, the power coming the moment I ask for it. With steering column-mounted paddles, the gears arrive in quick succession. Second, third, fourth... They bang into place faster than a bullet from a Heckler & Koch rifle.

I'm soon confronted with Castle Combe's trickiest section, where the track dips down before rising again towards a



fast left and a sharper right called Quarry. Although famous for unsettling cars (plenty became unstuck here during the day and are left stranded in the field), the XKR remains controlled and composed. With the huge wing pushing the rear down and fat Pirelli tyres sticking to the asphalt, the level of grip is phenomenal and I exit the corner facing the correct way. I find that's always a bonus in these situations.

A few who drove the car at PalmerSport have criticised its over reliance on driver aids, yet I can't feel the traction-control working at the limit. Even if I did, would that be a problem with such a beast of a car, especially when it belongs to somebody else?

As the left-hand corner gives way to the sharp right-hander, I brake, flicking the paddle down to second gear as I do to slow us quickly. With the calipers having six-pistons, the brakes are incredibly strong but also very progressive – I find I can control its sharpness with the weight of my right foot. Speed scrubbed off, I throw the car into the bend.

The steering is precise and beautifully weighted; its stability means I can get back onto the power early, blasting through the exit of the corner ready for Farm Straight.


After another quick dose of acceleration I weave my way through The Esses, the ideal place to showcase this car's incredible agility. The XK isn't a small car – at 4,790mm long and 1,892mm wide, it's as large as a current Ford Mondeo – but thanks to the X150's aluminium construction and strict PalmerSport diet, this example is more a light and nimble sports car than a luxury grand tourer.

Castle Combe is famous for being one of the UK's fastest circuits and another long straight section follows where I again push the car hard. Half a lap in, the acceleration is no softer, its ferocity still taking my breath away. At Tower Corner, a tight right-hander, I balance the throttle and, by rumbling over the kerbs, take the corner faster than I thought imaginable. It's here that the oil pressure gauge gets in the way, completely

blocking my view as I turn right. Why it was placed there remains a mystery to me.

I use the full width of the track at the final corner, Camp, to achieve a fast line, catapulting me down the long start/finish straight. Despite a kink in the track, it's foot down all the way until I'm back at Quarry. During such a long blast of acceleration, the car sounds at its best, the engine note a long, hypnotic growl that becomes higher and higher... until I have to back off ready for the corner.

Over the subsequent ten laps I dare to go faster and faster. Yet the car, despite its tremendous speed and power, is actually easy to drive and very forgiving, no doubt due to its road origins. I even get to overtake, out-braking and out-accelerating the car at Quarry. (Admittedly it was an original Mini, but it was still a euphoric moment.)

After 20 minutes, the chequered flag is waved, it signifying the end of the session. I've had an electrifying time – easily the best fun I've had on a circuit. The XK doesn't seem like an ideal track car, but as Jonathan Palmer knew and this car still proves, looks can be deceiving. 

Thanks to: Michael Hanson Snr and Michael Hanson Jnr, and Swallows Independent Jaguar Specialists for preparing and allowing us to drive this fabulous car (tel: 01934 750319; www.swallows-jag.co.uk).

From left to right: The 20in Senta alloys are wrapped in sticky Pirelli P-Zero tyres; the 4.2-litre supercharged engine; the air filter behind the left-hand headlight; carbon fibre gear selector



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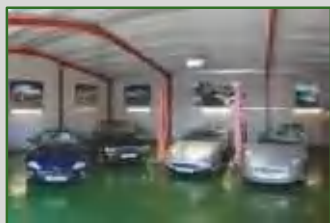
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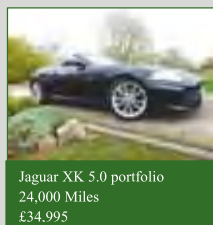


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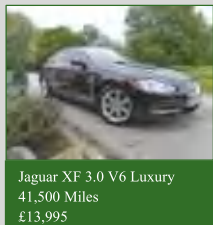
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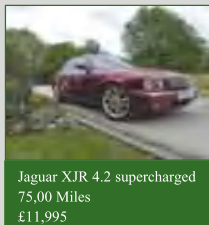
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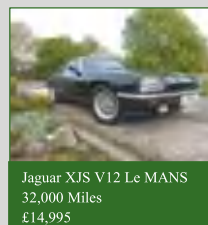
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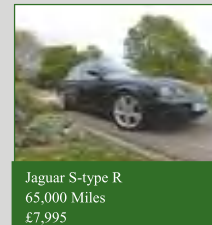
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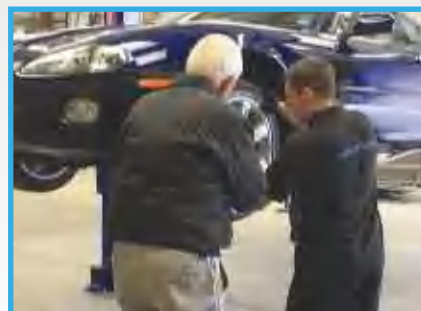


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SOVEREIGN ASCENDANCY

WORDS **CRAIG CHEETHAM**
PHOTOGRAPHY **PAUL WALTON**

It took four years for Jaguar to introduce a true luxury version of its small saloon – but should it have come much sooner? We look at the car that finally put the X-TYPE on the map

If proof were needed that Jaguar's original decision to enter the compact executive car market back in 2001 was a good one, the current XE is it. Competitive on every level with contemporary BMWs, Audis and small Mercedes-Benz, the 'Baby Jaguar' does everything its rivals do, with the extra benefit of a dash more distinguished character.

The key to its desirability lies in the strength of the brand, and, if anything, that's where Jaguar went wrong with its first foray into the more mainstream market with the X-TYPE, which was launched in 2001. As the first proper small Jaguar since the Mk 2, the X-TYPE met with a lukewarm reception and never really achieved the sales figures Jaguar wanted. But, questionably, the marketing behind it simply wasn't strong enough.



Much was made in the press at the time of the car's inception about its commonality with the Ford Mondeo as it shared the same platform. While the powertrains were completely different, as, indeed, were the fixtures and fittings, Jaguar's paranoia about the brand being associated with the world's most famous sales reps' car meant that such things were spoken of in hushed tones during media conferences and dealer presentations. Yet, ironically, the Audi A4, which was based on the humble VW Passat, spent the same sales period as the X-TYPE going from one success to the next.

Had Jaguar brazenly gone headlong into its marketing campaign talking about Jaguar-ness, rather than driving home messages about sporty dynamics, compact dimensions, exacting quality and everything that made the German execs such a success in the

market, the humble underpinnings may have been overlooked. After all, the Mondeo on which the X-TYPE was based was a cracking car to drive, the clear class leader in terms of ride and handling, which resonated well with Jaguar's traditional appeal. The launch X-TYPEs, too, were all four-wheel drive, avoiding the need to launch the first front-wheel-drive Jaguar (this, of course, would come later...) as if it were something to apologise about.

Midway through the X-TYPE's nine-year sales stint, the penny finally dropped. The brand's ambition to go into the mass market meant a fleet-friendly diesel and 2.0 petrol model were added to the range, both unashamedly front-wheel drive, and nobody had really batted an eyelid. An estate joined the range, too, in 2004, taking Jaguar in another new direction.



MODEL PROFILE

X-TYPE SOVEREIGN



But what had been truly lacking was an X-TYPE that felt like a true Jaguar.

Up to that point, it was the X-TYPE Sport models that had seen all the publicity. With their austere, dark cabins, piano black or carbon fibre veneers and modern infotainment systems, they were nice cars with all the key features found in their main competitors, but they didn't shout Jaguar loud enough to appeal to the traditionalist. Meanwhile, the unmistakable Baby XJ grille and headlamp treatment meant that the car was a bit too Jaguar for the thrusting modern executive, leaving the range with a bit of an identity crisis. The plusher SE models had more of the traditional Jaguar DNA going on, but they weren't quite special enough. Jaguar needed an answer.

It came in the form of the X-TYPE Sovereign, which joined the range in 2005, for the 2006 model year. The Sovereign finally brought with it a proper luxury Jaguar feel to the X-TYPE line up, and did so with an immediately identifiable name that was steeped in the brand's history. The Sovereign name was first seen on a

Daimler-badged, slightly more luxurious version of the Jaguar 420 from 1966. The name was transferred to the XJ family from 1968 until 1983 when it switched to the highest specification of the Jaguar Series 3 and all subsequent XJs until the X350. The X-TYPE was the first non-XJ to bear the name since the original 40 years earlier, but it instantly demonstrated the car's purpose.



Some critics, who still declared the X-TYPE to be nothing more than a Mondeo in a frock, treated the car cynically – but it soon became one of the best-selling X-TYPE variants, and certainly brought new levels of luxury and interior quality to the X-TYPE range.

To keep it as the flagship proposition, the Sovereign was offered with just two engine choices – a 2.2-litre diesel (six-speed manual or auto) or a 3.0-litre four-wheel-drive petrol (five-speed manual or auto). The trim level was offered in saloon or estate form, priced at £28,495 for the diesel and £29,995 for the 3.0 V6 (estate models were an extra £1,170). Within the compact executive class, the X-TYPE Sovereign wasn't a cheap car – but then, it didn't need to be.

Luxury levels were exceptional; indeed, they were what gave the flagship X-TYPE its truest form of Jaguar-ness. It wasn't the standard equipment that mattered so much (though it was comprehensive, as we'll discuss in a minute), it was the attention to detail, for example, the use of high-quality, piped and colour-coded leather, thick carpets, and veneers on the dashboard and door cappings that were finished in a proper burr walnut, not a perceptibly cheaper piano black, carbon fibre or maple finish. These were the hallmarks of a true Jaguar, and coupled to the car's naturally





fine handling, supple ride and feeling of agility, made the X-TYPE more of a Jaguar than ever before.

The standard equipment, then, was a bonus. And despite the nod to the traditional with the interior materials, the X-TYPE still managed to innovate. The Sovereign was one of the first cars in its class to standardise integrated Bluetooth mobile phone technology through its pioneering touch screen infotainment system. Sat nav was standard, too, along with a six-CD multi-changer and Jaguar Voice, a voice-activated system for controlling the audio, navigation and Bluetooth functions. A built-in TV, meanwhile, was a £500 optional extra.



More traditional, but no less welcome luxuries included multi-way adjustable electric heated seats, a choice of leather-trimmed or walnut gear selectors, a unique-to-the-model walnut-rimmed steering wheel, chrome kickplates, cruise control, a trip computer and a sliding front centre armrest.

Added convenience came from Jaguar's Auto ClearView Pack, which would automatically set the car's climate control and heated front and rear windscreen elements to their maximum setting when the external temperature fell to below five degrees Celsius, while headlight power washers, electric folding door mirrors and reverse parking sensors all added to the model's premium feel.

In Jaguar (and previously Daimler) terms, the Sovereign name always stood for a car that had all the features possible fitted to it, and with the X-TYPE this was no exception.

Indeed, other than the aforementioned TV, which as an analogue unit is a rather pointless option to find on a used example today, the only paid-for interior extras on the Sovereign were a ski hatch at £70, a luggage net at the same price and Sovereign-only Ivory leather, at £750. Everything else you could possibly need, it was argued, was there already.

Exterior specification was also distinctly different from the more mainstream X-TYPE models. Sovereigns are immediately identifiable by their chrome grille vanes and bumper blades, while the standard alloys were the same Cayman 17-inchers as



found on the SE versions. A choice of Aruba, Valencia R or Melbourne R 18in alloys were offered as an upgrade, though the vast majority of Sovereign buyers preferred the more supple ride and more discreet appearance of the smaller, standard wheels. Exterior options included Xenon headlights at £450, an electric sunroof at £895 and silver-painted roof rails (£150) on the estate.

Jaguar also offered a number of dynamic combinations on the Sovereign. In standard form, it had broadly the same set-up as the upper mid-range SE, with a chassis tune focused on ride quality. For an extra £310, Sovereign buyers could specify sports suspension, which is rare today and not hugely liked. In addition, an extra £340 would purchase dynamic stability control – a much more desirable addition in any used car today.

In terms of colour and trim combinations, the Sovereign was available in all standard X-TYPE colours other than Jaguar Racing Green, which was reserved for the Sport versions. Interior options were Warm Charcoal or Champagne leather seats, the Warm Charcoal ones trimmed with Stone (grey) piping and Champagne with Mocha (light brown). Pale Ivory leather seats were a £750 option, piped with Mocha again, and were only offered in the saloon.

Of all the X-TYPES, it's the Sovereign that's arguably the best to drive. Sure, it lacks the sharpness and dynamism of the Sport models, but it's still a light-feeling and agile car – very much traditional Jaguar virtues. The ride is supple, and the cabin has all the levels of opulence you'd expect from an upmarket Jaguar. It appealed on numerous levels – to the Jaguar fan who wanted a well-equipped, strong-performing and entertaining car in the truest of the



MODEL PROFILE

X-TYPE SOVEREIGN



brand's traditions to the user-chooser company car driver who wanted something a bit more tasteful than a BMW or Audi, through to the retiring XJ owner who wanted all the accoutrements found in a more traditional Jaguar in a more compact, less expensive package.

And it still holds all of those virtues today. The 3.0-litre, with standard four-wheel drive and blistering performance, is probably the most appealing in terms of being a true Jaguar, although the front-wheel-drive diesel is still a nicely finished and likeable car, the perfect daily Jaguar, perhaps, if you want to run something more exotic and thirsty at the weekends.

In terms of values, the oldest Sovereigns are now over a decade old, which means that the price you pay isn't quite so clear-cut as looking at a guidebook. Maintenance and ownership history are much more important than year and mileage, but for a car in good condition, with a decent background and sensible miles, prices start at around the £3,000 mark. For that, you'd get a 55-plate saloon, and knowing you're looking for a specific model means

specs won't vary too greatly. Always check, though, if the car has Sports Suspension fitted, as if it's not your cup of tea, you may find it a bit too firm.

Estates are generally more expensive than saloons – £250-£300 at this level, but the difference rises as you move towards newer and more expensive cars.

A budget of £5,000 will get you a really nice X-TYPE Sovereign, and one with plenty of years of dutiful service left in it. For that, you're looking at a 2007-2008 model. There are several around, but we would suggest that it's worth travelling for the right car rather than only looking locally – contrary to popular opinion, X-TYPES are not like Mondeos, at least insofar as there isn't one on every street corner, and if you have the benefit of time on your side it can pay to shop around.

Top dollar for a Sovereign is around £8,500-£9,500 for a late 2009 or 2010 car.

That's less than 30 percent of the new price and if you look after an X-TYPE Sovereign, it will prove to be good value regardless.

What you get for your money is a well-equipped, small luxury car, which flies in the face of the compact executive tag applied to key German rivals. The Sovereign is much more than that. Yes, technically it was a rival to the BMW 3-Series or Audi A4, while the Mercedes-Benz C-Class probably comes closer than most in terms of character, but this is a Jaguar conceived with a focus on the brand's traditional virtues. It has grace, it has pace, and in estate form at least, it has plenty of space. It's also beautifully trimmed. In conclusion, it's a genuinely lovely car.

If the X-TYPE didn't exploit its Jaguar virtues well enough when it first came out, the Sovereign should have been the model that papered over the cracks. In reality, while it got some largely upbeat reviews from the motoring media, it, too, never got the recognition it deserved. So, for those in the know, it's one of the most affordable proper Jaguars there ever has been. Buy one now, while they're still cheap... ☺





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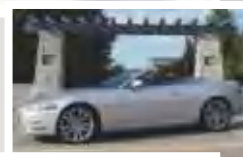
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WORDS & PHOTOGRAPHY **PAUL WALTON**

THE TERM 'fit for a queen' is an overused expression these days. It seems everything, from beds through to food, is described this way but, in reality, the monarch probably wouldn't touch many of these products with her bespoke barge pole.

Yet some things can properly be described like that – crowns and thrones are two examples. This Jaguar XJ12 Series 1 long wheelbase is another. For 30 years, the car was the personal transport of Her Majesty Queen Elizabeth The Queen Mother.

Although the monarchy traditionally favoured Daimlers – a practice that began

when King Edward bought a Daimler Tonneau in 1900 – Jaguar was granted its first Royal Warrant in 1951, shortly before Queen Elizabeth II's accession. In 1955, The Queen Mother took delivery of a Mk VIIM (see box) for personal use, a car she apparently favoured. In fact, she liked the Mk VIIM so much she kept it for 18 years. When it was finally time for it to be

FIT FOR PURPOSE

This 1973 Jaguar XJ12 LWB was the personal transport of Her Majesty Queen Elizabeth The Queen Mother for 30 years. We drive it



replaced in the early Seventies, she chose another Jaguar – an XJ12 long wheelbase. However, the LWB version of the XJ was only available as the Daimler Double-Six (unveiled at the 1972 British Motor Show), so a car was built to special order, making it the first long wheelbase Jaguar XJ, an option that continues today.

With such extraordinary ownership,

there's little wonder that the car is in fabulous condition and the Royal Claret paintwork is pristine. All of The Queen Mother's cars were painted in this colour, matching the official state cars, including The Queen's current Bentley limousine. This colour tradition goes back to 1952 when Queen Elizabeth II ascended to the throne and her existing Rolls-Royce

Phantom IV was sent to coachbuilders Hooper & Co to be prepared as a state car. It was decided that the Royal Fleet needed a uniform identity, thus establishing the colour scheme of Royal Claret over black with a vermillion coachline. The colour suits the car's aristocratic lines and, even without a royal connection, it looks every inch a regal carriage.

DRIVEN ROYAL XJ12

The Series 1 has perfect proportions even in the extended version. The extra 132mm over the standard XJ, along with the XJ's famous quad headlights and square grille, give the car presence (no doubt helped by the accompanying convoy of police vehicles). Yet it remains understated. Take away the police outriggers and not many would have looked twice at the car, which isn't something you could say about a Rolls-Royce Shadow of the same era.

The car used to be registered NLT 7, one of several NLT registrations owned by the royal family, although it currently wears a 1973 L-reg number plate. Consequently, the only external giveaway of the car's blue-blooded heritage are two small holes in the bonnet (now filled with rubber bungs) that would once have secured the Royal Standard, flown during state visits (or a trip to the shops if Her Majesty wanted to park easily).

The XJ12 does still have links with Daimler, as the interior is the same as the Daimler Vanden Plas of the era. These cars were built on Jaguar's Browns Lane

CLOCKWISE FROM BELOW

Was the Queen Mother a member of the RAC?

Front badge shows the car's pedigree

Plenty of thick veneer surrounds the Smiths dials on the XJ12's luxurious dash

With an extra 4in of rear space over the standard model, legroom in the XJ12 LWB is generous

The XJ's famous quad headlights make this car stand out from the crowd

production line where they received the mechanical components before being sent to Vanden Plas at Kingsbury, Warwickshire, where the car would receive three more coats of paint, a vinyl roof and a higher-than-normal interior trim. There is also an additional dark tint to the rear screen, which was laid on specially to keep prying eyes away from Her Majesty. The result is an interior as opulent as these Jaguars from the early Seventies get, with thick leather on the seats, even thicker carpet underfoot, and an additional four inches of legroom in the rear. I can understand why The Queen Mother kept the car for so long. Other

than her DS420s, nothing else produced before or since would be nearly as comfortable. It is all in great condition, too, with the leather having a splendidly aged patina that only comes with originality. I couldn't find any Corgi hairs either.

Unlike her daughter who still drives (she was recently pictured driving an X-TYPE estate through Great Windsor Park), I doubt whether The Queen Mother was the sort to get behind the wheel – to her loss, because greeting the driver is a fabulous dashboard, dominated by a pair of Smiths white-on-black dials for the speedo and rev counter, and another for



the auxiliary dials. Beneath them, the line of rocker switches still click with the same positive feel as buttons on an old radio. The dials and switches are surrounded by acres of veneer that I could swear has a deeper lustre than any other XJ of the period I've driven. The Bakelite wheel is thin and glass-smooth and feels good to hold, although my hands are too large and shovel-like for something so delicate.


The big 5,343cc V12 turns over a couple of times after I turn the key before it catches. When it does, it is so smooth and refined that I need to check the rev counter to make sure the engine is actually spinning. I grip the gear lever's T-bar handle and pull it down to put the Borg Warner gearbox into Drive and release the brake.

Despite its weight – a sturdy 4,116lb (1,897kg) – the XJ12 LWB moves with effortless grace. The 5.3-litre engine produces a healthy 253bhp, and it requires little pressure on the accelerator pedal to get the big car rolling along. If pushed harder, the car has a surprising bite, accelerating with unexpected venom for such a stately beast; speed and power isn't what this car is about. It's for wafting through the British countryside, appreciating everything good the country has to offer.

The ride is immensely supple, discarding road imperfections and any vibrations that try to work their way into the cabin. And with the big engine purring away, the XJ12 is the most refined car in the world.



The car's incredibly refined 5.3-litre V12

Think of all the cars The Queen Mother could have chosen in the years subsequent to when the XJ12 was built. Any number of modern German saloons – or even later Jaguars – were at her disposal, yet the old girl stuck with the Jaguar for 30 years; a claret saloon as refined and understated as herself. Sometimes the phrase 'fit for a queen' is spot on. 

Thanks to: The Jaguar Daimler Heritage Trust

THE ROYAL MK VIIM

The Queen Mother's Mk VIIM (chassis number 727554 BW) was delivered new to her in 1955 and was painted in Royal Claret. Later, the car was upgraded for Her Majesty with features from the late Mk VIII/IX models, such as the one-piece windscreen. When it was replaced with the XJ12 VDP in 1973, the Mk VIIM returned to Jaguar eventually becoming part of the Jaguar Heritage Trust collection that has other royal cars such as the Queen's former Daimler Super V8.



The XJ Series 1 has perfect proportions, even in long wheelbase form

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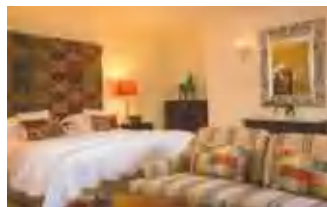
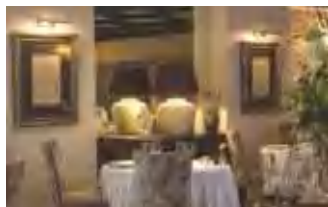
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JW's technical section where we give help, advice and guidance, making Jaguar ownership that little bit easier

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JIM PATTEN – EXECUTIVE EDITOR

1966 E-type coupe

Jim arranges for the E-type coupe's fuel injection to be sorted before he and wife Karen clear the shelves for a Jaguar Spares Day



Karen Patten
playing
shopkeeper at
Stoneleigh

BLAME Adrian at JD Classics. He needed some XK 120 drum brake back plates and I had some. It was then that I told him of the shelves groaning with parts I'd never use. His response was to the point: "There are owners all over the place whose cars are off the road and you have the bits they need." I realised that I was becoming a hoarder and had to seek a cure before the TV people were banging on the door to make a programme about the bloke at the end of the village wallowing in Jaguar bits. So we resolved to book a stall at the Jaguar Spares Day in October.

The first stop was John Salway (07733 260726) to book a slot. At 3m wide, a half plot was enough and we even managed to select a position alongside IRS man Alan Slawson, and Jim Cronin. Costs for the day are quite straightforward: £45 for the stall space (plus £9 if you need a trestle table), fuel to get you there and the hotel if staying over, worthwhile since it is possible

to set up on the Saturday (there is a hotel on site, although we chose to stay in the village of Bubbenhall). There is also a need for public liability insurance, but John has a list of companies able to help.

Meanwhile, as the fixed head has a degree of alteration, we decided to take the car to Hayward & Scott and have it fit the exhaust. We had already fitted the extractor manifolds and so it didn't take too long for the guys to finish the job; so quickly, we had the rest of the day free. Luckily, Dave Walker at Emerald could take the E-type and start fitting the fuel injection system. So with Bilko riding shotgun, we trailed the E-type to Norfolk, leaving it with Dave to sort the injection. While there, we saw a racing XJ12C on the rolling road, where it made 400bhp. Exciting times ahead.

Next, my attention turned to the spares day. We were committed and so began the preparation. Having been a buyer at various car and bike autojumbles, I knew what I should aim for – clarity. So many stalls have

piles of bits that are dirty, unidentified and unpriced. Who can be bothered to trawl through that lot only to find that the prices are out of reach anyway? So I determined to clean the dirty parts and then clearly label absolutely everything with our asking price. It would also help Karen if I were away from the stall at any time. To be honest, I set myself an onerous task as it took ages to get everything sorted. But the bonus was that I discovered so many parts I thought were lost.

Next, I needed something to get the parts to Stoneleigh. We no longer have an estate car, but Les Ely at CL Classics made one of his vans available.

We finished loading it on Saturday morning and arrived at Stoneleigh about 90 minutes before closing time. That was enough to get our stall set up with our swag boxes neatly hidden beneath our table, covered and tied down with a tarpaulin.

With the punters being let in at 10am on Sunday, we arrived around 8am to get



Above: Not everything sold. We returned with the new BRG wire wheels (£400 the set), but sold the wheel and tyre

Above right: All items are clearly marked so there would be no doubts over prices

Below right: We made the mistake of not being sure of the model that the clock adjusters fitted, and so they remained unsold



we had replaced ours with Zeus. Gradually, more and more parts were finding new homes, as hoped for.

What I wasn't expecting was the number of people who just wanted to drop by and say hello, not just to me but to Karen as well. That pleased her, as in the past she has usually been referred to simply as 'Jim's

wife' but on that day, she was a person in her own right. Given that she is far more successful than I'll ever be, it was only right.

But what I found really surprising was the items that did sell and those that didn't. Lots of small parts – like the used E-type fluid reservoirs – went, replaced on our car by aluminium parts. I would have liked some of the larger parts to sell and, surprisingly, we returned with the new MWS wheels. A decent, but used, 3.8 E-type exhaust system offered at a bargain price is also now back in the shed. Other stallholders told me how unpredictable the day could be and everything changes each year. We have certainly been encouraged by the experience, shelves are empty and there is additional funding to put into the E-type cause. Although preparation was quite extensive, I still reckon it was worthwhile. We thoroughly enjoyed the experience, and next time will be easier as everything is already clean and labelled.

everything laid out to be as enticing as possible. The plots are quite deep, which allowed us to have larger items laid out at the front on the tarpaulin, and our tables set back, with a gap in between to give people access.

Our stock was quite varied, from parts bought new but not used due to a change of plan, to used parts, quite serviceable, but not suited to our intended plan. These included a set of E-type engine frames (minus the front frame showing the chassis number) in extremely good shape, but with a few dents here and there, to a set of unused MWS wheels in British Racing Green.

As we began to set up, people from the trade wandered over, and our first sale of the day was the left-hand-drive dash taken from our imported fixed head E-type. Original Dunlop calipers followed, since



Below left: This exhaust system came home, but the con-rods, servo, back plates and fluid reservoirs sold

Below: Fixed head at Hayward & Scott having the exhaust system fitted



**PAUL WALTON – EDITOR**

2000 XK8 coupe

It is MOT time for Paul's XK8 – the first during his ownership – and he's a worried man. Will the car pass?

THANKS TO the thousands of things that can potentially go wrong during an MOT inspection (actually the current checklist contains just 36 items, but you get my meaning), nothing makes me more nervous than my car's annual test. It's worrying enough when it's a car you know well, but is much worse when you don't.

This was my predicament when my XK8's MOT was about to expire. Having only bought the green coupe in April, I couldn't know it as intimately as my old S-TYPE, which, after four years of ownership I knew inside out, having spent a small fortune making it right. By comparison, the XK8 was an unknown quantity.

To put my mind at ease, I booked the car in with Peterborough specialists Nene Jags (01733 349042; www.nenejags.co.uk) for a pre-MOT check. Proprietor Clive Kirkton cut his teeth on the X100-generation of XK8 so if anyone could forewarn me of potential issues it would be him. I wasn't present during the inspection itself but I did have a representative in the shape of JW contributor Rob Hawkins, who will be writing a Modern Workshop about this topic in a future issue. Knowing I was nervous, Rob kept me updated by text and it all seemed positive.

He then took the car to a local garage for the MOT itself. I was like an expectant father and wore a hole in my office floor,



Paul's XK8 having its lights checked during the MOT inspection

pace. No text message has ever been sweeter than Rob's saying it had passed. After meeting him back at Nene Jags' workshop, I looked through the list of advisories. There weren't many, but the windscreen has a stone chip in the driver's line-of-sight (thankfully, its diameter is less than 10mm, otherwise it would have been an MOT failure), the passenger side wing is damaged (but I already knew that), and the brake pipes are apparently rusty. Rob showed me a picture of them when the car was on a lift and they looked all right to us, so I'm not going to panic.

Following a Terraclean service (www.terraclean.co.uk) over the summer [see JW, September 2015, p92] that reportedly removes carbon deposits from the engine, I was interested to discover the effect this had on the emissions. And I can now tell you it had... no impact whatsoever. The results are identical to those on the car's 2014 MOT certificate.

Still, the car has passed and I don't need to worry about it for another 12 months. I say 12 months, but it's now just 11 months and two weeks, and it's already on my mind.



The XK8's underside is checked



The corroded brake pipes



Having the brakes tested



CRAIG CHEETHAM – SENIOR CONTRIBUTOR

1995 XJ6 3.2 Sport

After two years' ownership, the blemishes on Craig's X300 are getting noticeably bigger. Time to work up a job sheet...

HAVE A confession to make. My X300 has been a bit neglected of late. For half of 2014, it was my daily transport, pushed into service while I was between jobs. But a year ago, a new company car took its place on the front line.

The plan, because most car enthusiasts make them, was to put the Jaguar into semi-retirement, and spend the spring and summer of 2015 slowly bringing it up to a good standard. After all, it's already a striking car from ten paces, and with a little TLC could well be made into a real beauty. As an early X300 in an unusual colour, it's also something of a rarity these days.

The plan, because most car enthusiasts break them, never happened. Instead, my car time (and in my family, 'car time' is very strictly governed by she who makes the rules) was given over to another British exec, a super-rare early Rover 800 that also needed a bit of TLC, and it queue-jumped the X300 because it needed to be ready for the model's 30th anniversary celebrations next year.

With the Rover now finished, it's definitely the Jaguar's turn to get some love and affection. Both of those, I can give for free. But with a large family and equally substantial mortgage to take care of, the one thing I'm not dripping with is cash; so while my plan is to give the X300 a cosmetic overhaul, one thing I won't be doing is spending bucket loads of money on it. Instead, I'll be using good used parts where possible, and doing as much of the work I can myself.

Some will require the support of my friend Tony Coles, a local bodywork specialist who I'd go out of my way to recommend were it not for the fact that I need him to do a few jobs for me right now, and between us we'll be working to a strict budget that may well see the X300



Still a striking car from ten paces, but Craig wants to nip some of the X300's cosmetic issues in the bud


coming off the road immediately after the 2016 *Jaguar World* London-to-Brighton run, for which I've promised the editor it will be available.

Overall, the car is very presentable – indeed, most people wouldn't really notice its imperfections unless they were really looking. But, for me, there are four areas that really let it down. The first is a big patch of peeling lacquer on the nearside front wing, which has grown from about an inch long when I bought the car in 2014 to about seven inches today. It's only going to get worse...

The second is some faded paint on the roof, which seems to have got significantly less pretty this year. I fear the entire roof panel will need repainting, so depending on costs I may even look at getting the whole car sprayed. I'll see what Tony recommends.

In addition, there's a very small rust blister on the nearside rear arch, which is nothing for an X300, and the back bumper chrome trim is dented quite badly and has been since I bought the car.

Inside, the cabin is in good order generally, but I need to fix the plastic trim around the interior light (it keeps falling off and bopping me on the head). While I'm at it, I will attend to the headlining, which is starting to look a little bit droopy. And, if I can, I will source a correct Jaguar radio-cassette to replace the aftermarket stereo I currently have in the car – after all, the XJ's osmosis from daily hack to cherished classic means I don't need something I can plug my iTunes into anymore... If anyone has one they want to get rid of, drop me an email at craigcheetham13@gmail.com

Other jobs? I need to replace the driver's door seal, which is currently neatly repaired with gaffer tape, and probably source a new set of tyres at some point in the next 12 months – any recommendations on suitable rubber will be gratefully received. 



Above: Lacquer peel on the wing is getting bigger



Above right: By no means disastrous for an X300 as this is the only rust on Craig's car, but it needs sorting before it takes a hold



Paint on the XJ's roof has faded and crazed, no amount of polishing will bring it back...



Aftermarket stereo sounds great, but an OE-spec radio cassette would make the X300's cabin more original



YOUR JAGUAR

RAY GANDERTON 2005 XK8 4.2-S

Ray explains why a lifelong passion for Jaguars led him to his 2005 XK8 4.2 S

I WAS INTRODUCED to Jaguar cars as a young boy through my father's association with several models he worked on for family and friends.

Two that stick in my mind are a 1956 Mk VIIM and a 1958 Mk IX. When I was 11, they seemed huge cars, full of leather and wood, plus beautiful black-and-white dials and switches.

As a late teenager, a close friend and I bit off more than we could possibly chew by buying a 1959 Mk IX with shot big-ends... Enough said.

Then, for an 18th birthday treat, one of my father's friends allowed me to drive his E-type 4.2 – an experience I will cherish forever.

In the mid-Eighties I worked on a friend's 1976 Daimler V12 to cure an intermittent ignition problem. It was at the time of a petrol crisis and, when I had fixed the problem, he asked me to sell it for him. The V12 was a beautiful engine, but so incredibly thirsty that I couldn't give the car away.

Moving on to the mid-Nineties, I worked for a machine-tool company that supplied electronic protection systems to the motor



industry, and Ford was one of my major users. It was in this capacity that I was introduced to the 'new' AJ26 V8 engine lines at Bridge End in South Wales. I saw pictures of the XK8 it was designed to power and I immediately fell in love. At that time, the cost of buying such a beauty was way out of my reach; fast forward to early 2015, and I was finally in a position to do so.

My car is one of the last X100 versions, an October 2005 4.2S, with 20in BBS rims, R discs and calipers. I love the carbon fibre trim and Copper black paint. The S suspension is taught, but does give it superb road holding. It does not feel that quick until your eyes catch the speedo. It has lots of history and shows little sign of the 100,000 miles driven.

I've treated it to a change of gearbox and engine oil, plus a set of new tyres. I've also added a set of Adamesh rear exhausts to make it sound like the great V8 GT it really is. I feel great every time I drive it and, to me, that's what it's all about.



TO SEE YOUR JAGUAR IN JW

Please send approx 500 words and a selection of photos, plus your contact details to: jwm.ed@kelsey.co.uk

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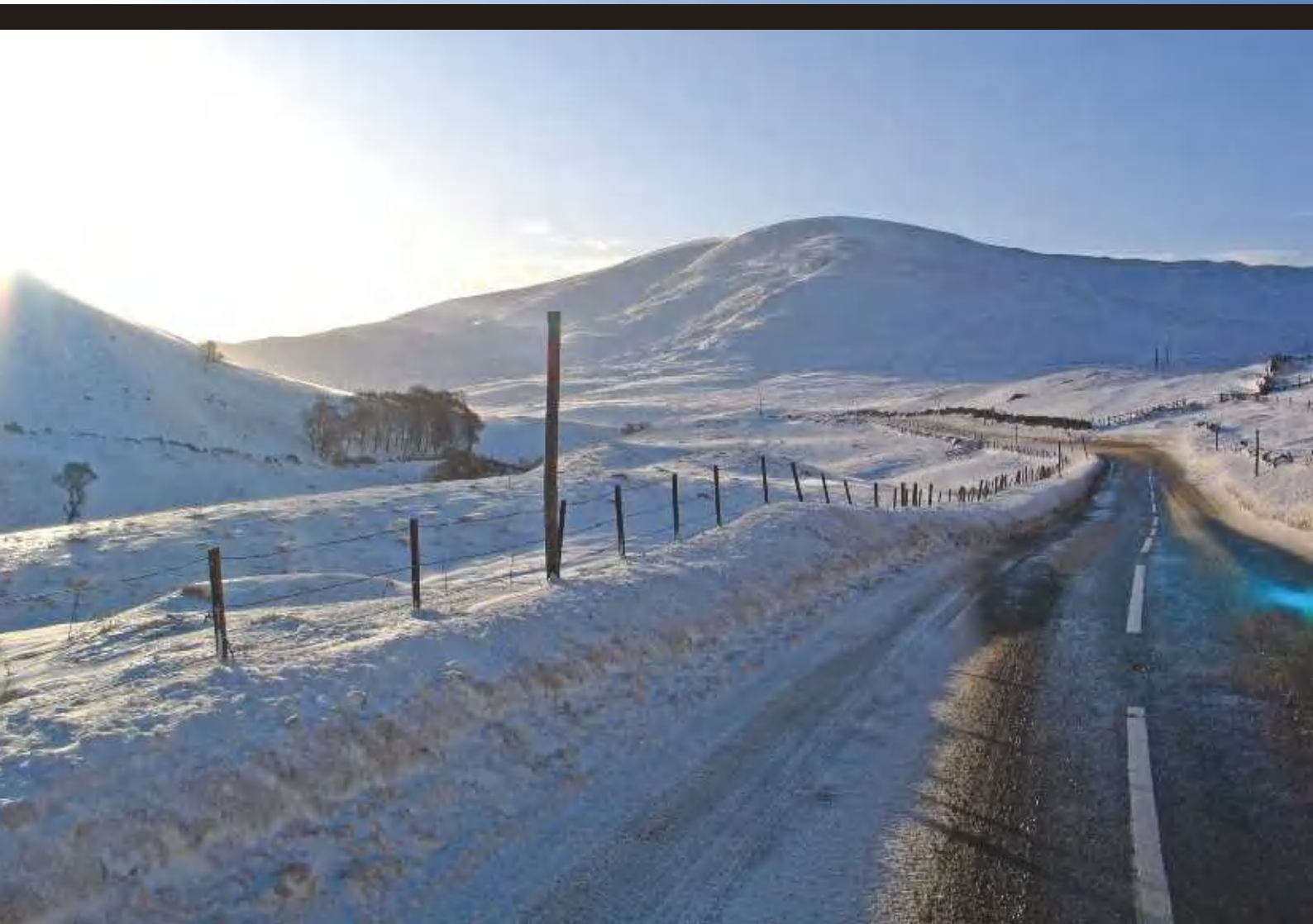


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Prepare for winter

Follow our guide to checking over your Jaguar to ensure it can cope with ice and snow this winter

WORDS AND PHOTOGRAPHY
ROB HAWKINS

THE WINTER months catch so many motorists out with problems ranging from punctures and frozen locks to flat batteries and non-starting engines.

According to the RAC's data on call-outs between December 2014 and February 2015, the most common problem, which totals roughly 170,000 call-outs, concerns a fault with the battery. Engine faults came second at 90,000, followed by a flat tyre and the need to change a wheel at 70,000, plus an additional 30,000 motorists were stuck with no spare wheel.

Some of these problems can be avoided by following a few precautionary checks, so we've outlined a straightforward guide to preparing your Jaguar for winter and

making sure components such as the battery and essential fluids are in good condition and ready for the anticipated freezing temperatures. We cannot guarantee you'll have trouble-free motoring throughout winter, but our information will, hopefully, prepare you for the winter months.

We've also included information on driving in the snow, using winter tyres and have outlined some useful accessories, ranging from windscreen protectors to shovels and recovery tracks. Plus, if the glow plugs on your diesel engine are struggling to warm up and help to start the engine, we show you how to renew them (using the X-TYPE).

*Readers wishing to carry out any of the tasks outlined in technical or step-by-step features should ensure they have the necessary skills and equipment to do so safely. Kelsey Media accept no responsibility for any injury or damage incurred in the process of following one of these features



THANKS TO:
Polar Automotive Limited
(01732 360638; www.snowchains.com)

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(01926 816820; www.southamtyres.co.uk)

The RAC Shop
(0115 841 4016; www.racshop.co.uk)

The AA
(<http://shop.theaa.com/store/car-accessories>)

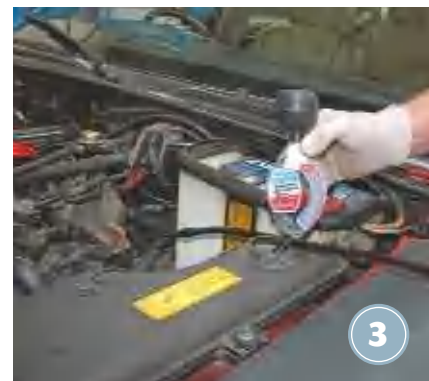
QUICK CHECKS



1 You will use a lot more windshield wash over the winter months clearing the screen of salt residue and dirt, so check the level regularly and keep it topped up. Use diluted windshield wash – not washing-up liquid that can block the filters in the system.



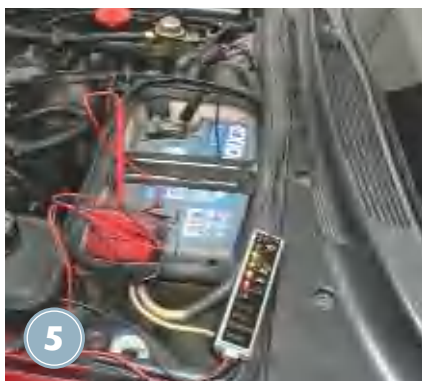
2 Inspect the wiper blades for damage. The rubber section can often be replaced, which is cheaper than buying a complete wiper blade. Clean the windscreen with an appropriate glass polish for windcreens and use a repellent on the exterior to disperse water.



3 Make sure the engine coolant is topped up. It's also worthwhile testing the coolant to make sure it contains sufficient anti-freeze to withstand cold temperatures. This anti-freeze tester from Machine Mart costs £4.19.



4 The brake fluid is hygroscopic, so it absorbs moisture, which can result in braking problems when the fluid gets hot. A brake fluid tester can measure the quantity of moisture in the brake fluid and costs around £20.



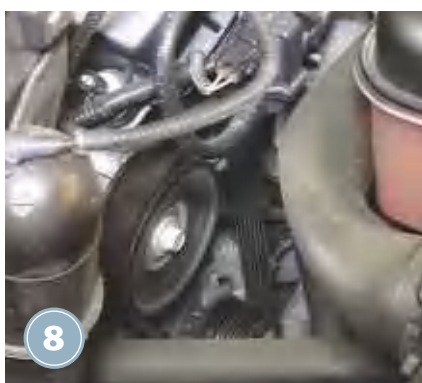
5 Ensure the battery's terminals are clean and greased. The battery can be tested – this tester from Laser Tools costs around £10 and can also be used to check the alternator is capable of recharging the battery.



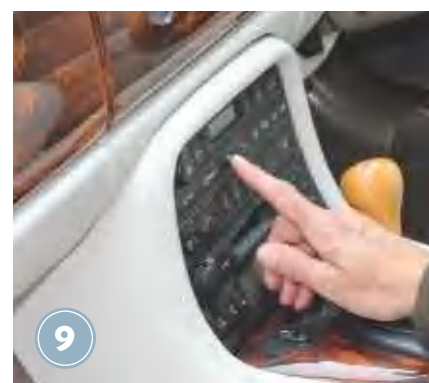
6 A quick light check all around the car is essential; make sure you know how to change the bulbs. If the headlight lenses have turned opaque, it is possible to restore them with a repair kit. Rain-X sells such a kit for £19.



7 The condition of your tyres is important over winter, so check the tread hasn't worn down to the tread wear indicators and regularly check the tyre pressures, including the spare wheel. For extreme conditions, winter tyres are available.



8 The drive belts for the alternator, power steering and air conditioning are put under greater strain over winter, so take a quick look at them to make sure they are not perished or cracked.



9 Surprisingly, air conditioning during the winter is more useful than many people imagine as it removes condensation from the interior. So keep it running and have it checked and topped up every two years.

WINTER ESSENTIALS



This RAC winter driving kit is discounted from £29.99 to £23.99 until February 29. It includes a snow shovel, high-visibility vest, foil blanket, a wind-up torch, 500ml of de-icer, screen wash and an ice scraper with a mitt.



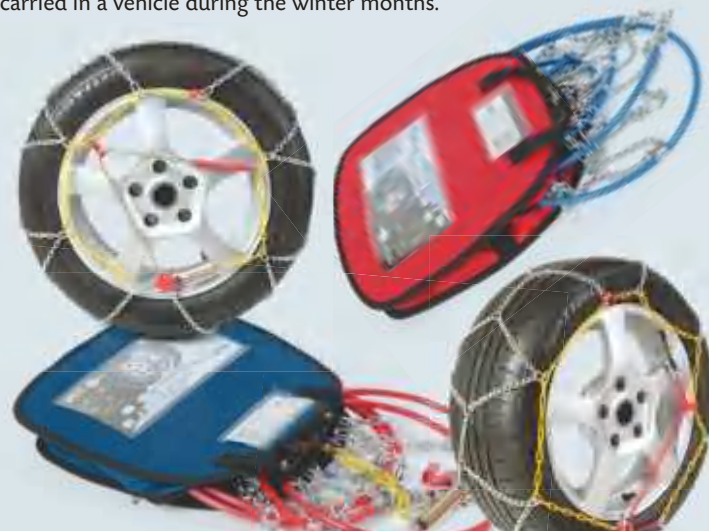
Should you get stuck in the snow with your wheels spinning, a pair of recovery tracks can help to get you moving again. The RAC has reduced the price of their recovery tracks from £45.50 to £22.75, also until February 29, 2016.



A cover placed over the outside of the windscreen will help to keep it clear of frost. Available from the AA, its Windscreen Frost and Sun Shield costs £9.99 and doubles up as a sunshade for the summer

SNOWCHAINS AND SOCKS

When the roads or your driveway are covered in snow, a pair of snow chains or snow socks may save the day. Snow chains generally cost between £100 and £150 for a pair, whereas snow socks sell for around £50. Most people find snow socks are easier to fit than snow chains, but snow chains are more robust. In countries such as Austria, Bulgaria, France, Germany, Italy, Norway and Switzerland, snow chains must be carried in a vehicle during the winter months.



WINTER TYRES

Are winter tyres any better when the weather is cold? In a word, yes. The rubber used in winter tyres is suppler below 7degC. Plus, when driving over snow, the tyre is designed to hold the snow, which helps increase grip (snow sticks easily to snow). Some countries require winter tyres or all-season tyres to be fitted when conditions are cold. Also, the minimum tread depth is greater in many other countries. The UK stipulates a minimum tread depth of 1.6mm, but Austria and the Czech Republic require a minimum depth of 4mm, and Sweden and Slovakia state 3mm.



ICED UP

If you find your car is covered in a thick layer of frost and ice, you may be unable to open the doors due to moisture freezing. If this happens, try spraying some de-icer around it. If you need to clear the windscreen with de-icer, don't forget to defrost the wiper blades – if they are stuck to the glass, you risk burning the wiper motor out when trying to use them. Also avoid winding down the windows, especially if they are electrically operated. The frozen moisture on the glass will over-work the window winder motor causing it to burn out.

RENEWING GLOW PLUGS ON THE X-TYPE 2.0D



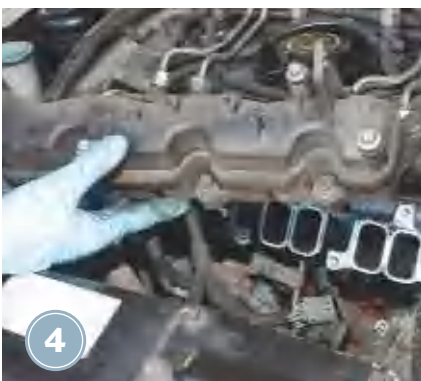
The glow plugs are located at the front of the engine bay, so the air filter housing needs to be removed – detach three electrical plugs and a breather pipe. Lift the air filter housing up and off its rubber mounting points.



Remove the steel mounting plate for the air filter housing, which is secured with three 10mm bolts. The plate has two rubber grommets that locate the air filter housing, so make sure these do not fall out.



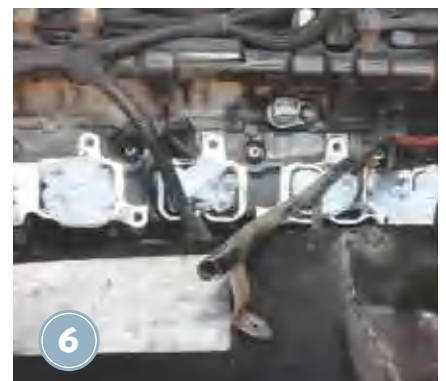
The inlet manifold needs to be removed to access the glow plugs. It is secured with a series of 10mm bolts, plus another two 8mm bolts at the EGR valve. The bolts won't fall out, but they must be fully undone.



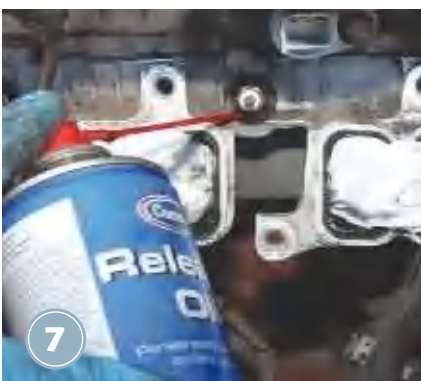
After disconnecting an electrical plug attached to the inlet manifold, carefully lift it up and manoeuvre it around the engine loom to fully remove it. This is a little awkward, but luckily the mounting bolts shouldn't fall out.



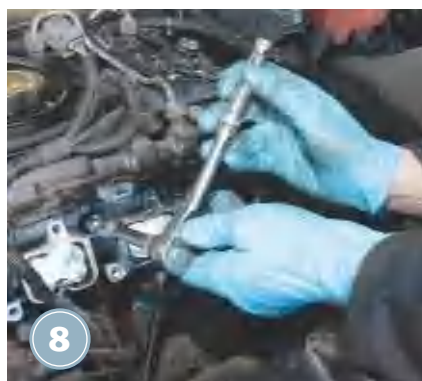
You don't want any objects falling into the engine, so plug all the inlet ports and the EGR valve with paper towels. Take a look inside these ports. If they are coated in carbon, a fuel cleaner may help (add it when filling up the fuel tank).



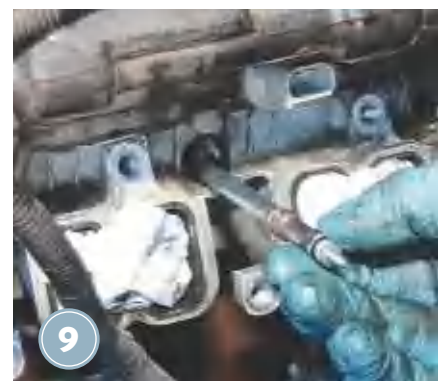
Carefully undo the 7mm nuts that secure the wiring to each glow plug. The nuts are easy to lose, but you may find new ones are supplied with your new glow plugs. Once all of them are undone, detach the wiring and move it aside.



Spray some penetrating fluid around the glow plugs to help release them. It may help a little if the engine is warm before you start this job. Allow the penetrating fluid to soak in and apply some more – do not rush this part.



Use a deep 10mm socket with a short $\frac{3}{8}$ in ratchet to carefully undo each glow plug. Once a glow plug has been slackened, continue undoing it, but work it back and forth if it feels seized. You don't want the glow plug to shear.



Apply a smear of copper grease to the threads of each new glow plug, then start to refit each one by hand, making sure they are not cross-threaded. Nip them up with a $\frac{3}{8}$ in ratchet to ensure they are secure, but do not over tighten them.

Q&A

Jaguar World technical advice service

Edited by Ray Ingman



STAR QUESTION

V8 transplant

Q Can you tell me if a later-model 4.2 supercharged V8 and its six-speed transmission can be adapted into a 1996 XJS? Alternatively, perhaps you could put me in touch with someone who has done such a thing.

Robert Smith

A While the physical installation of the powertrain is within the ability of a competent enthusiast (after all, the XJ-S engine compartment was designed to house the bulky V12), you may find the electronics more of a

challenge. Not only are the engine and gearbox electronically controlled via ECMs, but also these same units are fully integrated with many other functions of the original donor vehicle – such as security and body control modules.

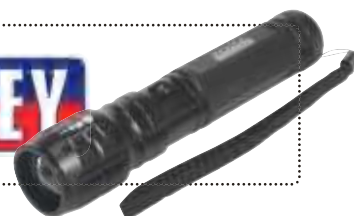
The best way to achieve your desired end result is to acquire a complete, known-good donor car and transplant as much of the wiring loom and associated control systems as possible – addressing individual interface problems as they arise. The controller area network (CAN) is the wiring system designed to allow all microcontrollers and devices fitted to the car to communicate with each other. Faults with this network will be the most difficult aspect to get right as the engine and transmission will be looking

for signals from such diverse sources as ABS modules and the instrument pack. If these communications cannot be established or simulated correctly, the Restricted Performance or Limp Home modes will activate – hardly conducive to high-performance motoring.

Alternatively, fitting the engine with a programmable aftermarket engine management system, such as Emerald (01953 889110; www.emerald3d.com), and adapting a transmission control module (BBA-Reman may be able to assist, 01634 687222; www.bba-reman.com) could well prove to be a simpler solution. The adoption of a manual transmission would avoid the latter problem. Tom Lenthall (0118 9762899; www.tomlenthall.co.uk) is well versed in conversions of this nature.

Courtesy of Sealey Products (www.sealey.co.uk; 01284 757500), the sender of each issue's Star Question will be the envy of their friends when they receive an aluminium adjustable-focus 3w LED torch (worth £28.74 Inc. VAT). The 'LED020' produces an extremely bright white light with an output of 110 lumens – count them! The illumination pattern can be altered from spotlight to wide area with a simple twisting action of the head and a three-function on/off push-button provides full, half and blinking light possibilities. All this is contained within a lightweight aluminium housing and is powered three AAA batteries (not included).

SEALEY



2.4 rebuild

Q I am having my old 2.4 Mk 2s engine rebuilt. Stripping it has revealed score marks on the bores. I'd love to keep the original pistons, and try to get away with just a hone and new rings. The engine builder thinks otherwise and strongly suggests that a rebore and new pistons are necessary. What would you recommend?

Secondly, I intend to fit an oil cooler at a later date. Will the OE oil pump be man enough to handle the inevitable increase in circulating oil volume or will a heavy-duty oil pump become necessary?

Thirdly, I understand it is possible to discard the vacuum brake reservoir under the right-hand wing, with a view to saving weight. Is this a wise thing to do?

Philip Wilkes

A A rebore and matching oversize pistons may be required if either bore wear (visually evidenced by a 'wear ridge' at the top of the piston ring travel) or scoring is considered excessive. Additionally, wear to the ring grooves or other visible damage, such as scuffing of the skirts, cracking, or erosion caused by detonation – commonly known as 'pinkings' – may also indicate that new pistons are necessary. A physical appraisal is required, which your specialist has obviously undertaken. If you trust their reputation, it would probably be false economy to ignore the advice.

Another advantage to having a rebore and oversize pistons is a slight increase in capacity, and hence performance, which is always welcome on the 2.4. Jaguar itself took this to another level with the production of a short-stroke, big-bore 3.0-litre engine, created to comply with the revised 1958 racing regulations for the D-type.

You do not state if your desire to retain the existing pistons is triggered by originality or economy. If it is the former, it is possible to resleeve (liner) the bores back to standard dimensions and finish.

Your intention to fit an oil cooler suggests you would like to seriously exploit the performance of your car; the standard pump, in good condition, is more than adequate to use an oil cooler as proven by its factory fitment on the later 4.2 XJ6 Series 3s.

The Reservac tank was designed to allow a greater number of power-assisted brake applications subsequent to turning off or stalling the engine. A fit and healthy individual can exert enough pressure to bring an unassisted car to a safe halt. However, an older person, such as myself, may struggle to slow a fully laden Mk 2 down an Alpine pass. Any weight saving achieved by deleting the system is negligible. The usual reason for removal or replacement is corrosion caused by its exposed mounting location, which can be overcome by using the plastic tank fitted as standard to all V12 variants of the XJ-S and classic XJ range.



S-TYPE fumes in the cab

Q Due to fumes entering the passenger compartment, a local garage replaced the split and damaged exhaust pipes close to each turbo outlet with Jaguar adaptor kits. However, fumes still come into the car when it is stationary, although not quite so badly.

The garage has checked its work and says no leaks can be detected, adding that the joints need to carbon up. Might there be another leak or problem? Any ideas, comments or advice would be appreciated.

Also, another issue has occurred since the gearbox fluid was changed: sometimes there is a jerky change from the gearbox. Could this be too much or not quite enough fluid?

John Robbins

A There have been issues reported concerning fitting the repair kits. It is possible that the pipes have been cut too short so that they don't fully engage with the repair kit and, therefore, blow. It has also been noted that the clamps provided with the kits do not have enough clamping force, even though the bolt is fully tightened. Welding the repair kits on in situ is the best option to overcome both those problems, negating any possibility of exhaust leaks from the area.

Other leak sources, such as exhaust manifold gaskets, are possible, but they should be both audibly and visually apparent – the latter evidenced by sooty deposits.

The jerky gear change could, indeed, be due to the gearbox being underfilled, or, alternatively, the transmission control module may require a reprogramming and adaption set-up to make sure the software is up to date.



Our technical experts are ready to give you help and advice on any problem. If your question is a particularly complex one, it may take time to respond, and in some circumstances it may be beyond our resources to do so. In this unlikely event, we will let you know. Please allow up to three months for a response via the magazine. Personal responses can be given, but at our discretion. Fax: (FAO Jaguar World Q&As): +44 (0)1959 541400 Email: jwm.questions@kelsey.co.uk Post (enclosing an SAE): Jaguar World Q&As, Kelsey Publishing Group, PO Box 13, Westerham, Kent TN16 3WT, England.

JW would like to thank Martin Pike of Classic Engineering, (01992 788967) Kevin Brackley of Chiltern of Bovingdon (01442 832932) and Tom Lenthall of Tom Lenthall Ltd (01189 762899)



Laying up a classic for winter

There's a lot more to putting a car into hibernation than driving into the garage and switching off the ignition. Here's why

WORDS AND PHOTOGRAPHY **JIM PATTEN**

LOOKING BACK over the years, there has always been the occasional difficulty in coaxing a car back to life after a winter's idleness. Our XK 120 always needed a shot of neat fuel down the venturi to get it going, although the E-type was always impeccably behaved. Last year, we got very serious about the whole thing and it paid off. Ethanol in fuel is a serious problem for older cars and if left in, then just about every car or bike with a carburettor could require a complete strip down before you would see any action come spring. Curiously, my Ducati with its modern computer and injection started first hit. We now use American VP ethanol-free fuel to replenish the system.

All fluids in a car deteriorate with age, whether used or not. It is accepted that oil is changed every 6,000 miles or so, but

few are interested in doing the bi-annual change of brake fluid and anti-freeze. And yet it is a vital function and will ultimately prevent serious damage, as our images show. Having spoken to the guys at Castrol Classic Oils, I fully understand the importance of changing the engine oil and filter prior to lay up, rather than after. Used engine oil contains acids that if left in the engine can cause damage. We've seen big-end bearings that look as if a worm has been burrowing through, when it was the work of those acids corroding away in a quiet engine.

Most brake fluids are hygroscopic: they absorb water. This will most certainly cause rust inside the braking system that will only compound year on year. Bleeding the system through isn't an onerous job and will save a premature overhaul. We used to suggest that the brake fluid be changed one year, and anti-freeze the next, but having seen some dire situations with anti-freeze mixes, we now strongly recommend

it is done every year. We have completely switched to Evans waterless coolant for peace of mind. There will be no corrosion and the boiling point is raised. Never use organic acid technology (OAT) in an older cooling system because it isn't compatible. If you do use anti-freeze then make sure is the earlier glycol based product, usually blue or green; most manufacturers from Bluecol to Comma have a version.

It makes sense to go around with a grease gun, too, and to make sure that water can't find a way into joints by checking the rubber boots. In some instances, water oozes out when fresh grease is pumped in.

Now is also a good time to make a visual check as any repairs can be carried out way ahead of when the car is needed, such as following oil leaks through. Our E-type gave every cause to suspect a front crank oil seal, but when it was traced the fault turned out to be an easy cam cover gasket. We've shown a core plug just about to erupt. It would be criminal to trust this. Pop all core plugs and purge the engine of the coolant until fresh water pours through. Fit new core plugs and coolant. If you have previously rustproofed the car, then there should be easily accessible holes. Just give it a top up.

We have a new set of shiny wheels and tyres and do not want the tyres to remain on one spot over the lay-up. So, an ancient set of wires with old, cracked tyres will support the car while the new wheels are cleaned, protected (MWS has an excellent kit) and stored in dark, dry conditions. We've not put them on yet as we reckon there may well be one more drive to come.

We've been a fan of the Carcoon for years and have various versions, including its Veloce for indoors use, with front access allowing the car to be easily taken out for that occasional jaunt. There's a sturdy outdoors version and even one for the Norton motorbike. Just make sure that the car is thoroughly cleaned inside and out before putting it away – even after you pop out for a quick winter blast. If you are lucky enough to have a heated garage, don't forget to use a dehumidifier to wring the fluid from the air.

There is much more to do so we've put some suggestions in the captions. If you think we have left anything out, then we'd like to hear from you. These few precautions are not light hearted, but should be seen as part of an ongoing maintenance routine, so that come the new season and beyond, your car will be fresh and ready to go.

NEXT MONTH:

Delays on the fuel injection force plan B, where we examine the E-type steering geometry

ACKNOWLEDGMENTS

Carcoon:

www.carcoon.com

Castrol Classic Oils:

www.castrol.com/uk/classics

Evans coolant:

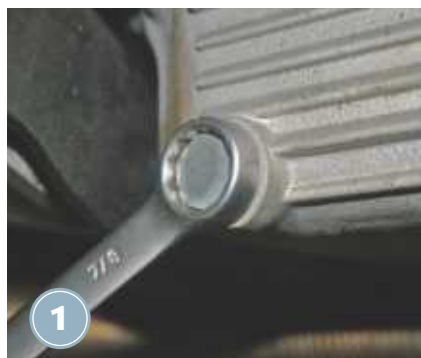
www.evanscoolants.co.uk

Wheel cleaning kit from MWS:

www.mws.co.uk

VP fuel from British Motor Heritage:

www.bmh-ltd.com



1
Change the engine oil no matter how long it has been there. Dangerous acids will cause serious damage



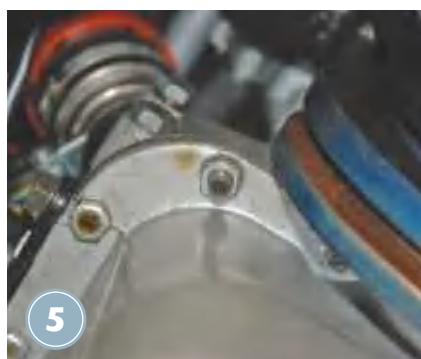
2
Do not neglect the oil filter, as this will also deteriorate with old oil



3
Fill with fresh oil and run the engine until normal temperature is reached. New and uncontaminated oil will then fill all corners



4
Oil could be seen on the left-hand side of the engine, but not the right



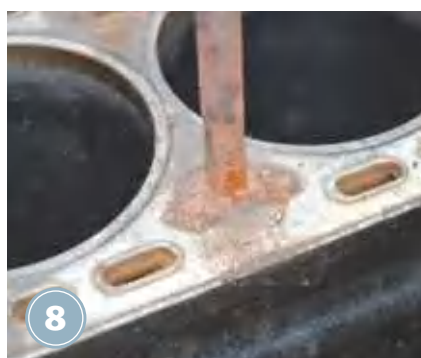
5
With the engine fully cleaned, check for leaks. This looked like a crank seal leak and needed further investigation



6
Following the trace, the actual leak was discovered at the cam cover. We'll source a Cometic gasket as replacement



7
Visually inspect for any leaks. This evidence tells of a silted engine block (library shot) and will need more attention



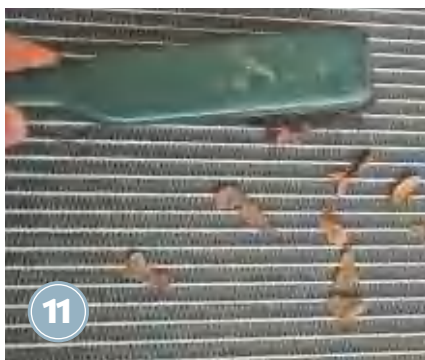
8
This shot shows how coolant rust can damage an engine. A full flush might help, but a strip down is more likely



9
We use Evans on our new engines. This is an expensive fit-and-forget cure. If using blue anti-freeze, change every year



10
Check all hoses for cracks and make sure that the clips are not overtightened (library shot)



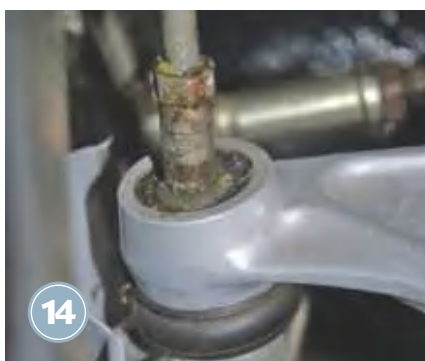
11
Clear all debris from the front of the radiator



12
Brake fluid should be replaced bi-annually. Do it before lay-up as it holds water and corrosion will follow



13
Our much-shown image illustrates how rust can affect the brake system's internals



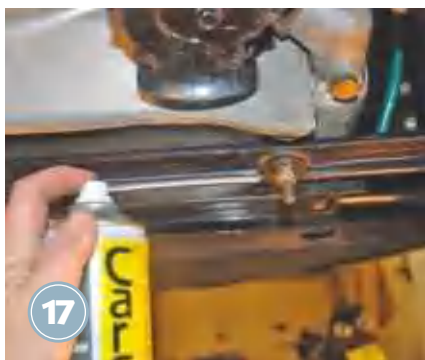
14
Depending on the driving environment and seal condition, water can penetrate the joints. Re-grease for peace of mind



15
Check engine drive belts. Our serpentine belt would be fine, but reproduction standard belts can be suspect



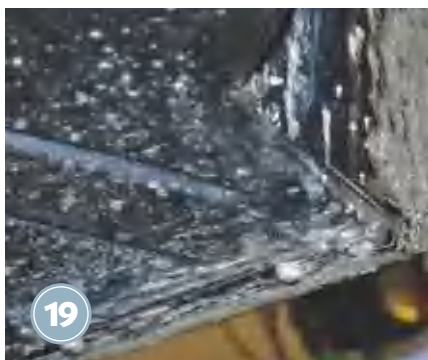
16
The longer this water staining is left on polished aluminium the more difficult it is to remove. Do it now



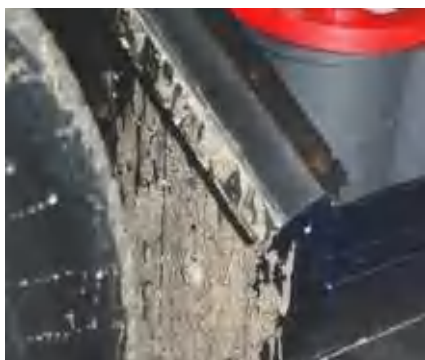
17
We spray Caroon protective oil on any bare metal parts, such as these radiator studs



18
No amount of spacing has stopped the bonnet hinges from rubbing together. So we keep it oiled



19
Road dirt gets everywhere. Using a pit, we are able to remove everything from below. The top surface is easier to deal with



20
Once the car has been cleaned and dried off, top up the rustproofing using any available access holes



21

Thoroughly clean the interior, not forgetting rarely visited sections such as behind and under the seats



22

Fit a set of slave wheels, if possible, and store the originals in a dry, dark area. Otherwise, jack the car and support it on stands to take the weight off the tyres. Do not allow the suspension to hang



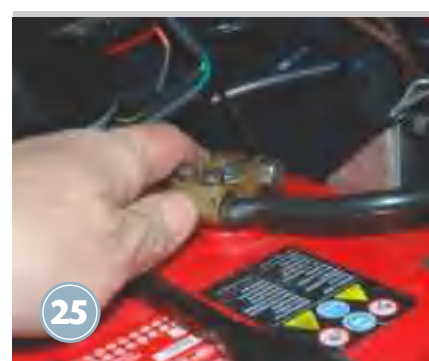
23

Remove the wheels and thoroughly clean using the guide from MWS. Remove any stones from the tyres and clean the carcass



24

Remove the spare wheel and give the well a good clean. Check for water ingress



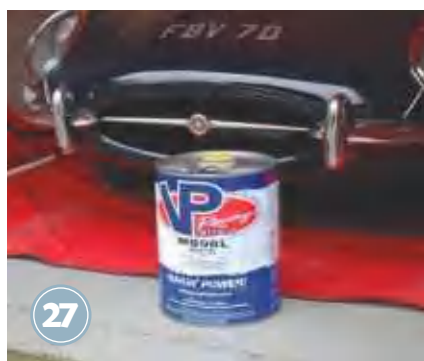
25

If there are no dependant circuits, disconnect the battery or turn off the isolator switch, if fitted



26

Drain all fuel from the car, and then run the engine until the fuel in the carburettors has been used



27

Replenish with ethanol-free fuel, like VP from Heritage



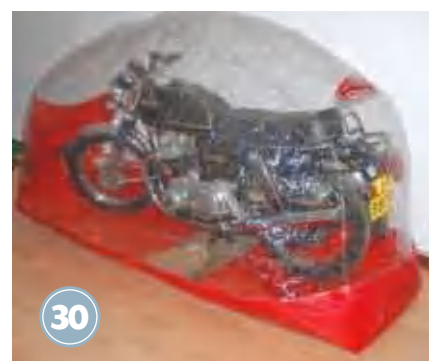
28

An alternative is to use a fuel stabiliser, such as this one from Wynns



29

Pop in a Carcoon, inside or out



30

We have Bikebubbles, too. There are versions to store parts like engines

GEARBOX

New XJ40 door handles

Creamer Jaguar in London has been having a bit of a clear out recently. Amongst its stock is a limited quantity of XJ40 door handles, including a front pair for the early models. There are heated and non-heated as well as a complete lock-set for the later Teves key type.

Part number BEC 7708 includes two front door handles, ignition, boot barrel, and glove box barrel. With a 25 percent discount, it retails at £300.

Other part numbers available are BEC 20246/7 (heated) and BEC 20244/5 (non-heated). There is also a single rear, part number BEC 7706. This handle is listed at £107, but is also offered with a 25 per cent discount. Call Darren Gore in the parts department.

Tel: 020 7973 1592

Website: www.racremer.co.uk



E-type floors and Mk 2 rear lights

E-type six-cylinder short wheelbase floor repair panels, including the sill section, are now available from stock at SNG Barratt. Part numbers SNG012LH and SNG012RH are each priced at £89.64/from £128.01/\$US126.99.

SNG Barratt can also offer its own newly manufactured Mk 2/Daimler V8 rear lamp assemblies, complete with bulbs and gaskets. Part numbers BD15307 (LH) and BD15308 (RH) each retail at £288/from £412.04/\$US408.76.

In last month's Gearbox

we mentioned the definitive E-type catalogue as being suitable for all models. This was incorrect – the catalogue deals with six-cylinder models only.

Website:

www.sngbarratt.com

Sales Office UK

01746 765 432

Sales.uk@sngbarratt.com

Sales Office USA

+1 800 452 4787 (toll free)

Sales.usa@sngbarratt.com

Sales Office France

+33 (0) 3 85 20 14 20

Sales.fr@sngbarratt.com

Sales Office Holland

+31 (0) 13 52 11 552

Sales.nl@sngbarratt.com



Original Jaguar artwork prints

Stanley Wood was an accomplished artist and had Jaguar as a regular client. While his son, Graham, was searching through some family papers, he unearthed a number of his father's original artworks as used by Jaguar for promotion.

Although a lot have gone missing, there remains a splendid rendition of the 420 as used in the original brochure, and the 240/340 is depicted in a black-on-white pen/brush-and-ink original drawing. Stanley would have created both artworks a few months ahead of the models' release. Graham has decided to present a limited edition of 150 prints of each, taken directly from the original work.

The prints are supplied A3 size (alternatives by request) either with or without frame. The Stanwood signature is already imported on the face side and Graham will provide a separate authenticated certificate on the reverse side.

Prices start at £45 for each print, with the frame an additional £24. Please ring to discuss requirements and shipping costs.

Tel: 01435 883988

Email: graham@badcatjaguprades.co.uk



Headrest mount

Designed and developed by professional racing driver Chris Dymond, this headrest mount can carry multiple cameras, giving a superb view of the cabin and road ahead. The stable mounting makes it ideal for track days.

It uses the industry standard 1/4in tripod thread to mount the camera(s) and almost every camera is compatible. The mount requires no tools – every adjustment of its four axis of movement is made using only your fingertips.

Designed and manufactured in Britain, the headrest mount clamps securely around the metal pillars of the seat headrest and is machined from CNC aluminium, bead blasted and anodised in one of four colours (red, matt black, blue and gold).

Prices start at £120 plus p&p.

Email: info@headrestmount.co.uk

Website: www.headrestmount.co.uk



XK SS polo shirt

Jaguar has used a selection of iconic cars and moments from its history as inspiration for a new collection.

One of the cars that the new range is based around is the XK SS, and it includes leather jackets, leather holdalls, driving gloves, wallets and T-shirts. Our favourite item is this 100 percent cotton polo shirt with a stitched XK SS logo emblazoned across the front. Available online or at Jaguar UK retailers in green, grey and grey marl (XS to XXXL), it features a three-button placket with stripped and ribbed collar and cuffs.

Price: £40.

Website: www.shop.jaguar.co.uk

MWS wire wheel cleaning products

Complementing our feature on laying up your car for the winter, is MWS's FIX40 range of cleaning products, and various brushes for use with an electric drill, ideal for getting into awkward nooks and crannies.

Having chosen the appropriate cleaning solution, depending on the wheel, each wheel can be thoroughly cleaned ahead of their winter hibernation, banishing harmful debris and protecting the wheel. The website contains useful, detailed information on the correct way to clean and protect your wire wheels.

Brush prices start around £4 each (£4.80 inc VAT), while the KACLEANKIT cleaning and protection system is £16 (19.20 inc VAT); refills are available.

Website: www.mwsint.com



SPECTRE Scalextric

Hornby Hobbies' merchandise from the new Bond film, Spectre, includes a SPECTRE Scalextric set, which features the Aston Martin DB10 and Jaguar C-X75. A high-performance, figure-of-eight track is kitted out with all the usual Scalextric tricks: leap ramps, side swipes, a 90-degree crossover and a bordered 180-degree curve designed to test even the most skilled racer.

Along with the models of the two cars, the SPECTRE set comes with two hand controllers, power supply and track spanning 532cm.

Price: £129.99 from leading retailers nationwide. **Website:** www.scalextric.com



BOOK REVIEW

Jaguar D-type The autobiography of XKD 504

By Philip Porter and Chas Parker

Publisher: Porter Press

ISBN: 978 1 907085 25 3

Price: £60

The third in Porter Press' Great Cars series is dedicated to XKD 504, one of the most successful of all the works D-types and the first of the long-nosed cars.

As you'd expect from one of the world's leading Jaguar authorities, Philip Porter and his co-author Chas Parker

have dug deep into the car's history, covering each era in minute detail. The pair have sourced nearly 300 period photographs, many previously unpublished, supported by a portfolio of specially commissioned location photography of the car today.

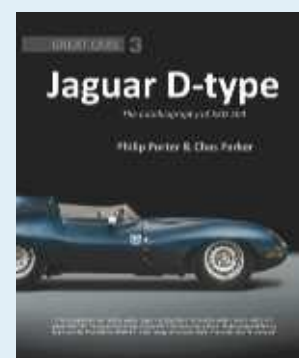
XKD 504 played an important role during its time as a works car (1955-56), being used for pioneering work in fuel injection as well as being raced twice by the factory at the Nürburgring and Silverstone. The car was then used for three years by the Ecurie Ecosse team, taking

part in the famous Race of Two Worlds at Monza against American Indycars. After its final event in Scottish colours – the 1958 Tourist Trophy, where it came fifth – it was bought by enthusiast Mike Salmon for a princely £1,850. Between 1959 and 1961, Mike raced the car 45 times.

The book also features many period race programmes and correspondence from various owners, helping to build up a complete history. They've even found a newspaper cutting containing an advert for the car from 1961, when it was described as,

'A very potent car.'

Beautifully and lavishly published, *The Autobiography of XKD 504* is a fine tribute to one of racing's highest achievers.





Brakes from the gods

The sky's the limit when it comes to quality caliper options for Jaguar classic owners

WORDS & PHOTOGRAPHY JIM PATTEN

IT WAS back in 1989, when Zeus was commissioned to make a disc brake conversion for the popular London Black Cab (Fairways), that the beginnings of an after-market brake conversion service took off. With the initial taxi conversion approved by the Public Carriage Office (following intense round-the-clock testing), confidence was high for further development. Aware that modern expectations had serious implications within the classic car fraternity, a conversion was looked at for Jaguar and Land Rover.

Mark Cartwright has a background in engineering, and served his apprenticeship at Rolls-Royce. Around 2005, he was looking for a way to put his accumulated skills and expertise to good use in an interesting environment, so he secured Zeus

Engineering, adding the Ashwater Forge to the portfolio shortly after. Ashwater had been supplying chrome parts to the classic car industry for some time and the basic engineering of the two companies was something that Mark thoroughly understood, and with the potential for growth it would suit him very well.

Based in Honiton, Devon, Zeus is a family business, and Mark's wife, Alison, is very much involved. When I arrived at their foundry, next to an airstrip, I was surprised to find out how much they do in-house. Where many companies contract out operations, Zeus seems to do everything with the possible exception of chroming the Ashwater products. Mark remembers moving into the facility wondering how they were going to fill the space. Now they seek more.

There is an impressive line up of various machines ready to turn basic castings into

brake calipers. Stainless steel pistons and the most modern of seal materials ensure that they perform to today's extremely high standards. Both original and upgraded four-pot calipers are produced. Available as cast or aluminium, they suit both solid and ventilated discs. Aluminium is the favoured choice for performance work, like track days or racing, where 7075-grade material is about as good as it gets and actually exceeds the application. Cast iron calipers are perfect for day-in day-out use, when the heat shedding advantages of aluminium is not a necessity. The main caliper body varies depending on application as the spacing for the mounts vary between models. Always be specific when ordering, although you will be asked.

Early Jaguar Dunlop brakes were constructed with a big seal fixed to a centre piston, the bore being smooth. Modern principles dictate that the seal be fitted into



XK 140 and 150 rear lights in the raw and built up



Zeus replacements for the Dunlop caliper cylinder



'J' for Jaguar on Mk IV bumpers

the caliper bore with the piston clear to move through the seal. Zeus has adopted this system for its replacement of the original Jaguar Dunlop cylinder. A direct fit, the design is a considerable improvement over the original Dunlop, which was, after all, at the dawn of disc brake development.

Many applications outside Jaguar are supported and we are told there are exciting developments in progress. It is also reassuring that anyone with older Zeus systems can still have them refurbished at the factory. Judging by the output we witnessed, it seems that the conversions are immensely popular. My own E-type fixed head coupe will use Zeus calipers front and rear with the four pots fitted to the front.

There's a lot of glitter under the same roof, where boxes of new, shiny chrome parts wait in the despatch area. This section is currently coming under intense scrutiny as computer-aided design serves to improve the already good products. Using their casting skills, zinc-based alloy forms the basis of the chrome work, although these days the content has altered to give better resistance to corrosion. By using perfect original parts as a datum point to produce a pattern for the mould, parts are cast and quality checked for accuracy before being sent out for one of the few tasks not done in-house, chroming.



Despatch department is on the go all day long parcelling up parts for delivery



Four-pot calipers are a huge improvement over the original classic Jaguar originals

The extent of Zeus' products is truly amazing. Jaguar is particularly well-served with even the smallest detail covered. And it isn't just the obvious items that are manufactured. We expect Mk 2 and E-type rear lights, but Daimler radiator grilles, Mk VII-IX or Mk 1 door handles are hardly big movers. And yet it is that awareness of the bigger scheme of things that Ashwater is so good at. It is difficult to find anything missing in the E-type range, while the XK application is also pretty well covered. I am mesmerised by XK 120/140 open two-seater windscreen side pillars as they immerge from the mould. They have the pattern for the screen pillars on early aluminium cars and can produce these too, although some advanced warning is required. XK steering wheels are also in demand and this range is growing. Once



Daimler number plate light plinth, polished and ready for chrome



Fabulous sight of XK 120 screen pillars just out of the mould

produced, any colour is possible, including the avant-garde white, popular in period.

As I marvel at the XK radiator grilles, my attention is grabbed by parts from my past. Is that a Ford Anglia rear light in a box? And surely those are Rolls-Royce? I'm like a small boy playing spot the part, seeking out one-time rarities like SS grille badges. There are chrome parts for Triumph TRs, MGs and so much more. In fact, the range of products is so extensive that for my own sanity I stop playing this game.

However, because of the vast range, Ashwater can only supply the specialists or clubs. It simply does not have the operators to deal with every enquiry, and that job has to be left to the major parts suppliers. The Zeus side of things is different as this is more focused on brakes.

Finally, I am shown into the design office to witness how original parts are copied and scanned in multi-directional phases to be captured onto computer and later translated into tooling for the future product. Of course, the copy is only as good as its originator, so it is essential that the technicians focus only on perfect parts.

It is comforting to know that we classic Jaguar owners are so well served, and that with more of us using their cars, we can do so in the knowledge that at least there are some decent brake options out there, not to mention the sparkly bits to bring a bit of glitter to our cars.



Caliper blanks are machined from scratch

Zeus Engineering

Unit J2 Dunkeswell Airfield,
 Honiton, Devon, EX14 4LE
 Email: info@zeus.uk.com
 Tel: 01297 300010
 Website: www.zeus.uk.com

ONE YOU CAN BUY



Jaguar XJ 3.2 Executive

Year: 2001 (51-reg)

Mileage: 75,500

Price: £4,995

Contact: Tasker and Lacy

Tel: 0113 274 3362

www.taskerandlacy.co.uk

Finding a steel-bodied XJ X308 that isn't rusty can be quite a challenge; this rot-free Executive model from 2001 has escaped the tinworm, possibly thanks to its low mileage. With a price tag of £4,995, there are plenty of cheaper examples around, but it's what you get for your money that matters – a two-year warranty, 12 months' MOT, a full service history and two former owners.

Recent repairs include new suspension ball joints and replacement shockers, and this shows in the ride quality, which is typical of a traditional Jaguar – soft, luxurious



suspension with no drama when confronted with road surfaces that need to be repaired.

The Executive badge on the rear signifies an upmarket specification for this X308, but this still falls below the Sovereign range. However, the specification is hardly basic, with Starburst alloy wheels, a full leather interior and electric front seats, air conditioning, cruise control, CD/tape stereo with a changer in the boot, remote central locking and parking sensors.

Tasker and Lacy first found this car five years ago in Coventry and went all the way from its workshops and showrooms in Leeds to buy it. With distinctive Zircon blue paintwork, it soon found a buyer who kept bringing it back to them for servicing, and who recently traded it in for the same-coloured XJ6. Looking after a car is one of the most attractive aspects when buying a second hand car, and the service book says it all, with seven stamps from Tasker and Lacy. Plus, there are three keys and two fobs.

Realising that rust hasn't got to this X308, T&L recently cleaned the underneath and undersealed the exposed areas. T&L also treated the leather upholstery, topped up

the air-con, serviced the engine and checked over the brakes and suspension.

Some people may feel the 3.2-litre V8 is lacking in power, especially when compared with the larger 4.0-litre. The 800cc difference is noticeable, but the smaller engine in this X308 is still responsive and lively. With a five-speed automatic ZF gearbox, throttle response when setting off is sufficiently quick and, once the car has some momentum, it feels willing and able to accelerate. However, it's also the sublime ride quality of this big Jaguar that appeals – just sit back and take in the scenery. There's a full walnut dashboard to admire, slightly marred by some deep scratches on the passenger door capping.

VERDICT

Fans of the traditional XJ won't be disappointed by the standard of specification and the condition of this 2001 X308. The price may put some people off, but, in the long run, you get more for your money. And it's only going to become harder and more expensive to find well-preserved examples.



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A silver Jaguar sports car is shown inside a red, box-like structure made of a flexible material. The structure has large openings at the front and rear, and the car is positioned inside. The text 'Patented active airflow' is visible on the side of the red structure. The background is a dark, industrial-looking space.

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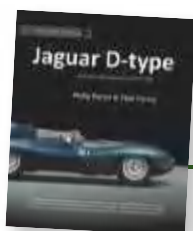
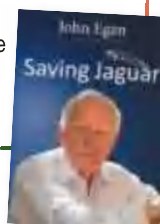


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XKD 504.

Exhaustive account of possibly the most-raced D-type ever. XKD 504 began life as a works car, then Ecurie Ecosse, Mike Salmon and Peter Sutcliffe. One of the last to be raced competitively. In the Porter Press Great Cars series. Many period photographs. Out September. **£60 + £5 P&P UK, £15 P&P Europe.**

Jaguar C-type, D-type, E-type Register

Definitive listing of every single C-, D-, and Lt Wt E-type built – individual car histories, works team cars, Ecurie Ecosse cars, race appearances, statistics, where are they now etc. The result of years of research by compilers Terry Larson, Penny Woodley, Den Carlow and Paul Skilleter. Edited by Anders Clausager. Many new pictures. For the owner or serious enthusiast! **Size 210 x 295mm, soft cover, 240 pages. £39 inc P&P UK.**



Tourist Trophy dashboard plaque.

We have re-introduced the handsome chrome/enamel plaque based on the one fitted to cars sold by Mike Hawthorn's TT Garage in Farnham in the 1950s. **£15 each inc. shipping worldwide, or £35 for three.**



XK 120 - The Anatomy of a Cult Object.

Superb detail photographs of original cars by Urs Schmid. Vital for the restorer who wants originality! **Vol 1 £140, Vol 2 £156.50 plus P&P (£267.49 for both).**

Original XK by Philip Porter.

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Norman Dewis of Jaguar by Paul Skilleter.

Includes the full behind-the-scenes Jaguar development story of the C- and D-type along with XK 120/140/150, E-type, Mk 2, XJ to XJ40 etc. Norman Dewis CBE is 95 this year. Find out why this book is on its 5th reprint! **A massive 576 pages, 1,000 illus. £59.95 plus £9.95. P&P UK**

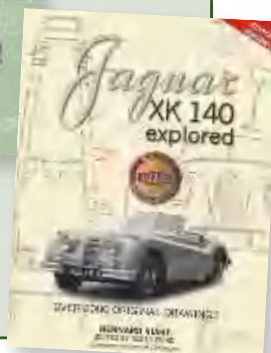


XK 120 Explored by Bernard Viart.

In stock. Over 550 pages, same detail format as XK 150 Explored. All models (LHD and RHD) plus the alloy roadsters. **£110 plus P&P UK, £20 Europe**

XK 140 Explored by Bernard Viart.

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Hugely popular saloon with a production history that spanned three series – and each is a great classic.



XJ-S
Fast luxury GT available with both V12 and six-cylinder engines. The actual, if not spiritual, E-type replacement.



X300 saloons & Daimler '94-'97
The last six-cylinder XJ, and as such it is a model that is fast becoming recognised as a true modern classic.



1997 - 2003 XJ8 (X308)
Into the V8 age with the last of the traditional steel-bodied XJs – the supercharged XJR is a real stormer!



S-TYPE
It wasn't perfect when it was launched, but the S-TYPE was dramatically improved and, today, is great value.



XK 120, XK 140 and XK 150
Seminal sports car range that originated with the XK 120...which was only ever intended to be a show car!



E-type S1, S2, S3 & 2+2
Curvy, rapid and in need of no introduction. Still arguably the most beautiful production vehicle of all time.



Mk X and 420G
Aimed at the US market, Jaguar's one-time flagship model still makes for an imposing presence on the road.



S-type, 420, Daimler Sovereign, '66-'69
A larger, plusher Mk 2 with independent rear suspension, both the S-type and 420 have much to offer.



XJ12 S1, S2, S3 & Daimler
V12 engines and even higher levels of speed, refinement and comfort. The ultimate modern classic perhaps?



XJ40 and Daimler '86-'94
It was a long time coming, but the XJ40 shrugged off its initial troubles and is still a great performer today.



XK8 & XKR
The latter day E-type and its supercharged sibling – the XKR – heralded a new era for Jaguar.



2003 - 2010 XJ saloon (X350)
Enter the aluminium era – bigger than any XJ before, but lighter too, the air-sprung X350 is a technical tour de force.



X-TYPES
Jaguar's saloon 'baby' model with a derivative to suit all – estate, saloon, diesel, petrol, two- or four-wheel-drive.

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C & D- types, replicas for sale

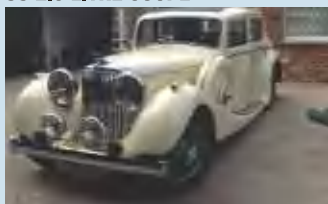
E-TYPE REPLICA



1965, £15,995 As stated. Genuine Jaguar Parts. 3.4 Jaguar Engine. Northern Ireland. 07761 683887

Mk V & PRE-1949 CARS

SS 2.5 LITRE COUPE



1937, £35,995 Or near offer. Ream with green leather interior. Although repainted some years ago this car is very solid and original. New headlining, new tyres, new stainless steel exhaust and runs very well. The green leather interior is in lovely original condition, as can be seen in photographs by linking to <https://jaguars.shutterstock.com/> The car is superb to use as is, advertised at this price. If it does not sell, I shall invest more money into improvements but with an amended price. Sadly, a previous owner has mislaid the history file, however I have been onto Jaguar Heritage with Body, Engine and Chassis numbers and it all checks out. Lincolnshire. 01507 533760

MK4S FOR RESTORATION



£Price negotiable. 2 complete 3.5lt. Jaguar Mk4's for restoration. Rust free, matching numbers. ex. South Africa. Also donor chassis, body & a mountain of spares. kdkprops@gmail.com. +27828800513 (MC)

MKIV SS 3.5



1947, £10,950. "barn find" in need of restoration. chassis no611449, engine no s1670 body no b6081. Been stood for over 30 years and will require total restoration or break for spares. Engine and gearbox already removed along with all tin ware, please study photos carefully. Seems to be more or less complete with evidence of some welding repair to chassis. Front and rear seats plus door cards have been re-upholstered in black hide and are in excellent condition. Viewing/questions welcome. 07467 347949 (MC)

XK 120, XK 140 & XK 150 for sale

XK150 FHC



1959, £68,000. Ex-Tucson, Arizona, brought to UK 2004. Lovely/expertly restored with original parts, converted to RHD, improved with 5-speed gearbox (full history). Present owner Gordon Wright (since 2005). Stored in specialist Kelsey Classic Car Storage, included exercising once a week on premises. Superb condition body/mechanical. Beautiful driving/touring car, used 3 to 4 times a year (e.g. Entente Cordiale, London to Brighton Run, etc). Biggin Hill, Tn16 2hr. 01959 571048 or 01959 541444

E-Type S1, S2, S3, 2+2 for sale

E-TYPE



1973, £31,950. Finished in opalescent silver with black leather interior, Heritage certificate showing matching numbers, in original colour. Imported last year with all taxes paid and is now fully UK registered and has just passed its second MoT. Car drives beautifully, and benefits from rust-free bodywork with excellent interior and chromework. London. 020 8892 4194 (HP)

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E-TYPE



1971, £19,995 Or near offer. Delivery can be arranged at buyers cost for £1.25 per mile one way. Open to offers but i really dont need the money or space so happy for it to sit and increase in value rather than sell for silly money, for serious buyers only please. deposit required to end listing of £1000 non refundable as i dont want to end and relist every 5 mins due to joke bidders. Devon. 07886 935900

E-TYPE ROADSTER



1973, 71,000 miles, £75,995 Or near offer. Series 3, 5.3 litre V12. Original UK Right Hand Drive Roadster. Azure Blue with Tan Leather interior. Chrome wire wheels, factory hard top and 5-speed manual gearbox. It ticks all the right boxes. MoT'd until May 25th 2016 with free road tax and comprehensive insurance available at around £220. Lincolnshire. 01507 533760 (SN)

Mk 1, MK 2, 240, 340, Daimler 2.5 V8 & V8 250 for sale

MK 2



1961, £19,995. RHD Drive. Manual overdrive with only 2 owners from new. major overhaul totalling 8.5k carried out by M&C Wilkinson in 2013. This included brakes, suspension, electric power steering (rack and pinion), New S/S exhaust (Bell) Spax adjustable shockers, braided brake lines, stainless steel heater pipe kit, and lots more. Easy starter, very reliable. Cumbria. 07824 876305 (HP)

MK1



1958, 83,900 miles, £15,750. 2.4 LITRE AUTO. A very rare opportunity to buy a rust free Jaguar MK1 in Mist Grey that has been recently shipped over from Queensland, Australia. Red leather interior and wood trim dash. This Car has been maintained regardless of cost (Bills in excess of \$25,000 covering the mechanical restoration of the Engine/Torque converter Transmission/Brake and Clutch Master Cylinder/Alloy Radiator and Exhaust system). The car comes complete with a Jaguar Production Trace Certificate and extensive History, letters from previous owners and concourse competition results. The interior leather has been expertly repaired and could be colour dye blended. Hertfordshire. 07866 339451

MK2



1966, 20,000 miles, £28,500 Offers invited. Mint condition, authentic RHD model, 3.4 Litre engine, 4-speed manual with overdrive. This is an exceptionally well-kept specimen with low mileage. This car spent some time abroad in the hands of a collector and was recently restored by a renowned German classic car dealer. I am bringing this car back home to the UK and am looking for a deserving Jaguar enthusiast to take care of her. London. 07930 140914 (MC)

MK2 2.4



1967, £15,950 ono. Manual in amazing 1+ condition. Old English white with navy blue interior and wire wheels, one of the last before the 240. The car has had £20k spent on it in recent years including interior refurb and all bodywork inc quality respray. chrome is good some pin holes in chrome handles 2 good ones to replace included. Everything works except the time clock. The engine is all good, normal oil pressure again with lots of work done in recent years to keep it singing. All receipts, MoTS and Tax discs to 1992. New mot without advisories. A great investment. Cumbria. 01539 724291

MK2 2.4



1961, £1,995 Or near offer. Manual, been dry stored since 1971 complete car in need of restoration. Wales. 07813 373332 (MC)

S-TYPE 3.4 AUTOMATIC



1965, £12,500. With Power steering. Opalescent Silver Grey with Grey Leather interior trim, recent works include stainless steel exhaust system, New battery, brake work to include front brake calipers overhauled, master cylinder, New flexi brake pipes and copper brake pipes, New brake pads. Car is used regularly and has excellent oil pressure, distinguished and valuable Reg no SPY (James Bond!). A very original unsmashed with car with superb interior trim, the paint / bodywork requires some attention. Any questions Please call. Wales. 07827 326629 (MC)

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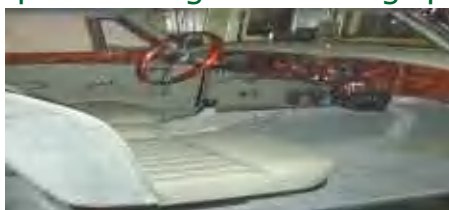
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2011 (61) JAGUAR XK 5.0 V8 (SPECIAL EDITION) COUPE AUTO, Lunar Grey with Ivory Hide, 1 owner from new, 38,000 miles, FMDH..... **£28,995**

2013 (63) JAGUAR XF 2.2 (200PS) TD R SPORT, SPORTBRAKE ESTATE, Italian Racing Red with Warm Charcoal half leather & Suede, Stop/Start, 21,000 miles, FMDH .. **£25,995**

2008 (08) JAGUAR XK 4.2 CONVERTIBLE, Lunar Grey with Ivory Hide, Burr Walnut Dash, 42,000 miles, FSH, 20" Senta Alloys **£24,995**

2012 (12) JAGUAR XF 2.2 (200PS) TD PREMIUM LUXURY AUTO SALOON, Lunar Grey with Dove Hide, ONLY 6,000 miles, Stop/Start, FMDH **£22,995**

2011 (11) JAGUAR XF 3.0 TD V6 PREMIUM LUXURY AUTO SALOON, Cashmere with Barley Hide, 31,000 miles, FMDH **£18,995**

2007 (07) JAGUAR XK 4.2 COUPE V8 AUTO, Midnight Black with Ivory Hide, SAT NAV, 57,000miles, FSH **£17,995**

2009 (09) JAGUAR XF S 3.0TD PORTFOLIO V6 AUTO, Liquid Silver with Warm Charcoal Hide, SAT NAV, 20" Selenia Alloys, Burr Walnut Pack, 44,000miles FSH **£16,495**

1995 (M) JAGUAR XJS 4.0 CONVERTIBLE, Solent Blue with Oatmeal Hide, 76000miles, Service History..... **£12,995**

2009 (09) JAGUAR X-TYPE 2.2 TD SPORT PREMIUM 4 DOOR SALOON 6 SPEED AUTO, Indigo Blue with Ivory Hide, 65,000 miles, FSH, SAT NAV **£8,995**

2004 (54) JAGUAR XJ8 3.5 V8 SPORT AUTO 4 DOOR SALOON, Platinum Silver with Warm Charcoal Hide, 34,000 miles, FSH..... **£8,995**

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S-type, 420, Daimler Sovereign 63-69 for sale

S-TYPE



1968, £6,950. 3.4 M.O.D., gunmetal grey, Webasto sunroof, s/steel exhaust, electronic ignition, new tyres, good looking solid car, MoTd, some work required. No time wasters please. Staffs. 07923 538861

DAIMLER 420 SOVEREIGN



65,249 miles, £POA. The current MoT expires on May 18th 2016. There were no advisories. The interior is timewarp with a wonderful patina. The leather seats & walnut dash are totally original, not refurbished. She drives beautifully, smoothly with no nasty clonks or rattles. The original tool kit, spare wire wheel, jack & special wheel spanner are all present & correct in the boot. 07836 636901 (MC)

SOVEREIGN



1967, 67,000 miles, £8,500. Nice bodywork. Solid underneath. CWW. Stainless steel exhaust. Brakes fully overhauled. New servo, discs etc. Lots of new parts, bills to show. Large history file. MoT to August 2016. Devon. 01364 654899 (PB)

420



1967, £9,995. It's the more rare manual version with overdrive. This is one of only a couple of hundred left on the road in the UK. She has the same lovely 4.2 engine as used in the XK and when launched was claimed to deliver 245BHP. She still pulls like a train today, easily keeping up with modern day cars. She has an MOT until July 2016. Kent. 07738 137011 (MC)

XJ6 S1, S2, S3 & Daimler for sale

SOVEREIGN



1984, 89,000 miles, £4,750. 5.3 litre H.E. MoT July 2016, owned for 15 years. West Midlands. 01922 632539 (SN)

XJ12, S1, S2, S3 & Daimler for sale

XJ12



1973, £11,995ono. Rare opportunity to own this unique and iconic Jaguar XJ12 Series 1 SWB. The car has been lovingly restored back to its original and very beautiful condition. Old English White, with Black Vinyl Roof and contrasting red leather interior - the exact specification some 42 years ago. New MoT and road Tax exempt!! Hertfordshire. 01763 288386 (daytime) or 07749 253901 (HP)

XJ12 HE AUTO



1982, 51,360 miles, £2,195 ono. FSH. 4 door saloon. Blue with tanned leather interior. Full documented history and every MoT since new and piles of paperwork and bills with original wallets and booklets. Dry stored. With fresh fuel and a good battery the car will start and drive onto your trailer. Lancashire. 07966 683739 (HP)

XJS for sale



XJS V12

1990, 101,000 miles, £2,200. Bordeaux red sports coupe. Automatic. 11 months' MoT. Drives nicely. Loads of service history. Factory green (service) document case. Factory repair manual. 4 Pirelli tyres. Private plate (XJ) inc. Lincolnshire. 01472 358596 / 07788 611788 (RB)

XJS

1976, £500. Series 1, 5.3, fixed head coupe for restoration, primrose yellow, personal number, standing for 16 years under cover, exhaust rotten, some lower body rust, good beige interior. Cambridgeshire. 07456 430933

XJS



1987, 60,000 miles, £5,995 Offers invited. The car is an outstanding original example finished in metallic Birch Silver with beautiful original cream trim. Full MOT with no advisory. All factory hand book, manuals, literature in green Jaguar wallet, including the tool kit. For further detail info or to arrange viewing please call. 07722 057129 (MC)

XJS

1983, 54,000 miles, £3,750. HE auto, V12, off road since 1988, 12 months MoT, original, red in colour, in good condition. Birmingham. 07875 740064 (SN)

XJS



1995, 97,000 miles, £6,495 Offers invited. The car is an outstanding example finished in metallic burgundy with beautiful original cream leather trim. Excellent service record and maintenance. Long MoT with no advisory. The car drive's fault less and is a pleasure to drive. For further info or to arrange viewing please call. London. 07722 057129 (MC)

XJS



1991, £5,800. Excellent Condition, seats in excellent condition except driver side piping showing. Paintwork is spot on, engine is sweet, runs beautifully except a few little knocks when driving due to old bushes that need replacing (you must see this car to appreciate it) underneath looks all good. This car will only require minimal work if any. Worcestershire. 07742 668558 (MC)

XJS



1991, 43,973 miles, £20,00. V12 HE Sports automatic. Good running engine and gear box with no issues for Jaguar enthusiast to do up the body work. This car is a worthy investment as this model is becoming rare and getting expensive as the V12 XJS is probably the only affordable 12 cylinder mass production car left to buy. Ideal for Kit car conversion or Donner car. Viewings are welcome. 07831 672855 / 020 8571 5823 (HP)

XJS

1989, £0offers. 3.6. Many new body panels and resprayed 5 years ago. No rust but slight micro blistering. Front brake seized. Engine and box all good but will start but cuts out. Just old fuel I think. Well worth a look. With some work could be a great car. Oxfordshire. 07764 935280 (RB)

XJS



1991, 68,000 miles, £5,999. 4.0 Coupe, automatic 68k c/locking, 2 key, service record last service at 67k, service / stamps, old MoT and bills, handbook. Part exchange welcome, credit or debit cards accepted. 07545 703474 or 02380 766870 (HP)

XJS 3.6 COUPE



1988, 118,900 miles, £4,000 ono. Solent blue. Runs very well. Looks excellent. MoT till June 2016. New battery. Overall good condition. To discuss in detail please phone. Somerset. 01275 853668 (PB)

XJS 5.3



1988, £POA. Breaking, convertible - complete car, good engine and gearbox, can be heard running. Good set of 4 alloy lattice wheels (8j x 16). Electric hood mechanism in working condition, electric windows, tool kit & radio etc. 01273 418878 (SN)

XJS CELEBRATION CONVERTIBLE



1996, 90,000 miles, £13,900 ono. 4 litre auto. Dark green, magnolia. MoT May 2016. Lincolnshire. 01673 842672 (RB)

XJS COUPE



1992, 104,300 miles, £5,750. During my ownership, I have had a new relay fitted, a complete replacement ABS unit, and the new MP3 / CD player fitted. The oil and filter will be changed before it is sold. Kept in a dry garage. British Racing Green and biscuit leather inside. The car sits well (low and wide). It feels luxurious with plenty of space (except the small rear seats) and is really comfortable. Wiltshire. 07799 360565 (HP)

XJSC V12



1986, £5,950. Cabriolet. British Racing Green, presentable bodywork with reasonable interior, hood recently refurbished, wax oiled panels, now quite rare, one owner for past 9 years, too old to enjoy. Hampshire. 023 9255 0809

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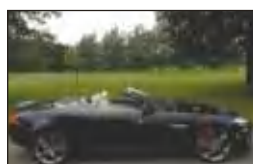
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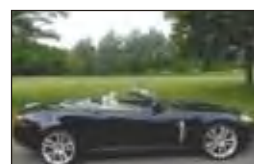
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Jaguar XK 4.2 2dr 2008 (08) 49,000 miles, 4.2L, Petrol, Automatic, Convertible, Black, Service history, Sat-Nav, Climate Control, Cruise Control, Parking Aid (Rear), Seats Heated, Alarm, Alloy Wheels (18in), Electric Windows, Cashmere Leather Interior, Metallic Midnight..... **£24,995**



Jaguar XKR 5.0 Supercharged 2dr 2012 (12) 58,000 miles, 5.0L, Petrol, Automatic, Convertible, Black, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Front/Rear), Alloy Wheels 20"..... **£37,995**



Jaguar XKR 4.2 2dr 2009 (09) 24,000 miles, 4.2L, Petrol, Automatic, Convertible, Black, Service history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid, Seats Heated, Ivory Leather Seats, 20" Senta Alloys, **£31,995**



Jaguar XKR 4.2 2dr * big spec * 2007 (07) 74,000 miles, 4.2L, Petrol, Automatic, Coupe, Blue, Full dealership history, Satellite Navigation, Climate Control, Parking Aid (Front/Rear), Seats Heated **£19,995**



Jaguar XK 5.0 V8 Portfolio 2dr *Ivory Recaro Seats* 2013 (63) 16,000 5.0L Fuel Petrol Automatic Convertible White, Airbags, Alarm, CD Player, Bluetooth, Navigation Europe, Heated Front windscreen, Heated Ivory Recaro Seats, Rear View Camera, 20" Orna Alloys, Adaptive Front Lighting, Keyless Entry, Heated Leather Steering Wheel..... **£42,995**



Jaguar XKR 4.2 2dr 2008 (58) 13,000 miles, 4.2L, Petrol, Automatic, Convertible, Black, Service history, Sat-Nav, Climate Control, Cruise Control, Parking Aid, Heated & Electric Seats, Electric Windows (Front), Heated Front Screen, 20" Senta Alloys, Bluetooth, Remote central locking, Xenon Lights **£30,995**



Jaguar XKR 4.2 2dr 2008 (57) 37,000 miles, 4.2L, Petrol, Automatic, Convertible, Blue, Service history, Sat-Nav, Climate Control, Cruise Control, Parking Aid, Alarm, Electric Windows (Front), Seats Electric & Heated, 20" Senta Alloys, Ivory Leather Interior, Heated Front Windscreen, Metallic Indigo **£27,995**



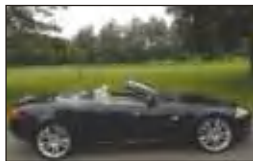
Jaguar XK 4.2 2dr 2008 (57) 27,000 Petrol Automatic Convertible Blue, Full service history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Rear), Seats Heated (Driver/Passenger/Rear), Alarm, Computer (Driver Information System), Electric Windows (Front/Rear) **£26,995**



Jaguar XKR 4.2 2dr * 1 Owner FJSH * STUNNING 2008 (58) 58,000 4.2L Petrol Automatic Coupe Blue, Full dealership history, Satellite Navigation, Climate Control, Cruise Control, Seats Heated (Driver/Passenger), Alarm, Computer (Driver Information System), Electric Windows (Front), Heated Front Screen, In Car Entertainment (Radio/CD)..... **£24,995**



Jaguar XKR 4.2 2dr 2007 (07) 63,000 4.2L Petrol Automatic Coupe Grey, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Front/Rear), Seats Heated (Driver/Passenger), Alarm, Computer (Driver Information System), Electric Windows (Front), Heated Front Screen, In Car Entertainment **£20,995**



Jaguar XK 4.2 2dr 2008 (57) 60,000 miles, Petrol, Automatic, Convertible, Black, Satellite Navigation, Climate Control, Cruise Control, Seats Heated, alloy wheels, DSC, Adaptive Cruise **£23,995**



Jaguar XKR 4.2 2dr 2007 (07) 59,000 miles, 4.2L, Petrol, Automatic, Convertible, Blue, FSH, Sat-Nav, Climate Control, Cruise Control, Parking Aid, Seats Heated & Electric, Alarm, Electric Windows (Front), Heated Front Screen, 20" Senta Alloys, Central locking, Metallic Indigo **£23,995**



Jaguar XK8 4.2 2dr Auto 2004 (53) 70,000 miles, 4.2L, Petrol, Automatic, Coupe, Metallic Platinum/Silver, FSH, Cruise control, Leather Sports Seats, Parking aid, Power steering, Traction control **£9,995**



Jaguar XK 4.2 2dr *FULL XK60 BODYKIT* 2006 (06) 72,000 4.2L Petrol Automatic Convertible Grey, Full dealership history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Rear), Seats Heated (Driver/Passenger/Rear), Alarm, Alloy Wheels (18in), Electric Windows (Front/Rear), Keyless Entry, Full Jaguar Service History..... **£19,995**



Jaguar XKR 4.2 2dr 2005 (05) 63,000 miles, Petrol, Automatic, Coupe, Green, Service history, Climate Control, Cruise Control, Seats Heated, Alarm, Alloy Wheels, Upholstery Leather **£15,995**



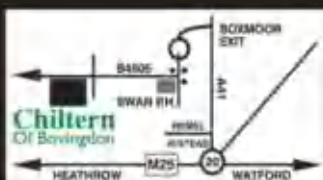
Jaguar XK 4.2 Supercharged 2dr Auto 2005 (05) 69,000 miles, 4.2L, Petrol, Automatic, Coupe, Silver, Cruise control, Reverse Parking Aid, 20" Detroit alloy wheels, DSC, Adaptive Cruise Control, Satellite navigation **£14,995**



Jaguar XKR 4.2 2dr *2 Tone Leather Interior* 2003 (03) 75,000 miles 4.2L, Petrol, Automatic, Coupe, Black, Service history, Climate Control, Cruise Control, Parking Aid, 20" Montreal Alloys, Satellite navigation..... **£12,995**



Jaguar XK8 4.2 Premium 2dr * 9 Jaguar Stamps * 2005 (05) 57,000 Petrol Automatic Coupe Black Climate Control, Cruise Control, Parking Aid (Rear), Alarm, Computer (Driver Information System), Electric Windows (Front), Heated Front Screen, Satellite navigation, Remote central locking, Heated seats **£14,995**



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XJS V12 5.3 LITRE AUTOMATIC



1987, 73,800 miles. Arctic blue metallic, grey leather. Full service history, one owner for 20 years, electric glass tilt & slide factory sunroof. Fully functional air conditioning, all jaguar bookbags / service booklets in green jaguar wallet. Unused full size spare wheel with original cover with tool kit, jack etc Original clarion radio with fully functional electric aerial, new genuine jaguar radiator, totally solid without any corrosion. 12 months MoT with no advisory information. (T). 01328 43976 (MC)

XJSC TARGA



1986, 134,000 miles, £6,850 Offers invited. Lpg gas conversion returns 27 miles to the gallon. Finished in metallic gleaming red with contrasting magnolia leather interior, rare 5 speed manual gearbox. Looks and sounds excellent the body is not bad for age it does have very minimal age related marks. Yorkshire. 07846 109646 or 07838 385789 (MC)

XJ6 (XJ40) & Daimler 86-94 for sale

XJ6 3.2



1992, 44,485 miles, £1,675. K reg. Green, auto, petrol, sunroof, cream interior 1/2 leather. New battery and tyres. Car on SORN due to owner's ill health. Solid car very good condition. New Milton. 01425 611484 (SN)

3.6 SOVEREIGN



1988, 49,800 miles, £2,300 ono. Auto, dark blue, cream leather interior. With service history and old MoT certificates. 11 months MoT. Very good condition. Two previous owners. West Yorkshire. 07930 419004 (PB)

SOVEREIGN 4.0 AUTO XJ40



1994, £2,250. MoT May 2016. Lovely condition. SORN every winter. Garaged. Very well maintained. Body excellent. Alloys good. Wax oiled, bonnet, boot, wings. Same owner 2004. Cheshire. 01513 552905 (PB)

XJ 40 4.0 MAJESTIC

1993, 75,000 miles, £1,500. Black, automatic, well looked after. All original paintwork, no rust. Private reg. V.G.C. MoT April 2016. Selling due to lack of use. Herefordshire. 01432 278845 (RB)

XJ40



1995, £1,500. Somerset. 01823 663804 (HP)

XJ40 SOVEREIGN



1991, 166,475 miles, £900. Fully loaded, electric seats, electric sun roof, twin headlamps upgrade, correct lattice alloys, good tyres, excellent leather and wood interior, regularly featured in magazine, simply a delight to drive. Owned since 2009, for sale as I bought another Jag. MoT till June 2016. Taxed till September 2016. Hertfordshire. 07958 516688 (SN)

XJ6



1992, 47,000 miles, £1,999. 4.0 Auto. 8 service stamps. Also Jaguar S-Type SE Auto E, Leather seats, A/C, S/History. One keeper. Part exchange welcome, credit or debit cards accepted. 07545 703474 or 02380 766870 (HP)

XJ6



1992, 48,000 miles, £1,395. 4.0 automatic, looks runs and drives amazing. Covered less than 1000 miles in last 5 years. Very clean example, little effort could be a show car! 12 months MoT and full service history. Merseyside. 07541 536764 (HP)

XJ6 (X300) & Daimler 94-97 for sale

3.2 XJ SE EXECUTIVE



2002, 83,000 miles, £4,865. Superb example of the V8 3.2 engine version. Silky smooth just glides along, the interior and body are in fantastic condition. Air bags, ABS, PAS, ESP. Immobiliser/alarm, climate control, cruise control, leather memory seats which are heated. Park assist, electric tilt steering wheel, full main agent history last service in May this year, few miles ago. Would consider a PX with interesting car. 07512 767398

X300



1995, 88,000 miles, £3,500. 4 litre Sovereign. A much loved low mileage luxury car in very nice condition (becoming a scarcity). Colour topaz. Full service record book. MOT (no advisories), 4000 miles on new goodyear tyres. Low Classic car insurance. JEC Valuation £4,500. Dorset. 01202 477027 (HP)

XJ6

1994, £1,295. Superb drive, nice drive train, nice supercharger, good strong engine, fully serviced, stamped service book, has 4 new tyres, needs cosmetic attention and sunroof, excellent running, for a fast appreciating classic, any inspection. Yorks. 07952 230714 or 01226 297411

XJ6

1994, 152,000 miles, £1,500. Lovely XJ6 3.2, need a good home, auto, gunmetal grey, very good engine and gearbox, 10 months' MoT, very nice car in good condition, lovely to drive, radio CD player, everything works fine, all tyres good, service history. Staffs. 07415 928301

XJ6



1996, 75,000 miles, £3,000. Turquoise, cream leather. Cherished my car for past 18 years. Excellent, drives as new. 3 keys, always kept in heated garage. XJS chrome wheels. Reluctant sale. Original condition. Tyne & Wear. 0191 340 0898 / 07443 986502 (RB)

XJ6 SPORT



1996, £2,495. 3.2 litre, sea frost metallic and grey leather. Mine for 4 years, kept in fine condition. 11 months MoT, all usual refinements. The best XJ6 Jag ever made, great engine, gearbox, car looks and drives lovely. Wiltshire. 07901 710129 (SN)

XJ6 EXECUTIVE



1997, 58,000 miles, £2,995. Graphite grey metallic with black leather interior. Service history, last full service @ 56,000 miles. Inc. gearbox oil change. The car is fitted with four almost new good quality continental tyres. All the original bookbag is with the car as is 2 keys. The MoT runs until April 2016. No advisories. Any questions please call, I may consider part exchange. Kent. 07881 434827 (MC)

XJ6 SPORTS



1997, 103,000 miles, £400. Runs and drives well, been of the road for 4 or 5 years - body work very good apart from passenger side front wing, quick sale or will brake for spares, v5 present. Lincolnshire. 07961 995708 (MC)

XJ6 X300



1997, 128,000 miles, £1,795 ono. Executive 3.2 LPG. Dual fuel, 4-door saloon. MoT. 24.08.2016. Metallic blue exterior with light grey leather interior. Electric windows, electric mirrors and electric seat height adjustment. Power. Digital air conditioning. 16" alloy wheels with full size spare. Remote central locking alarm with total closure. Tilt/slide telescopic steering wheel. Yorkshire. 07979 222442 (HP)

XJR6

1995, £1,195 ono. One owner Met blue, beautiful leather and wood. FSH, fully stamp book 4 new tyres. 2 months MoT. Nice suspension, drives superb, good engine & supercharger. Good solid bodywork, lovely sports car driver, needs cosmetic work. New sunroof, some paint TLC. Fault on no.5 injector. Fantastic buy for 6cylinder. appreciating classic, house extension reason for sale. Yorks. 01226 297411

WX8 & XKR for sale

STRATSTONE LIMITED EDITION

£POA. XKR convertible. By private buyer. Berkshire. 07778 061953 (PB)

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XK8



1997, 75,000 miles, £7,950. Convertible, 4.0 litre, summer Sunday use only, 15 service stamps, only covered 1,000 miles since last MoT. 07981 074284 (SN)

XK COUPE 5.0 AUTO



2011, 25,000 miles, £25,000. 60 reg Silver with black leather interior. With full main dealer service history (serviced in July). MoT January 2016. 01952 463413 / 07900 044107 (SN)

XK8



2006, £11,000. This is the Final Edition of the wonderful Jaguar XK8 model and the only 2006 Racing Green in the country. 2 keys, full service history, owners manual, Taxed, New MoT expires 03/16, 1 previous owner on the Log book, has evidently been cherished, outstanding condition inside & out. London. 07545 210860 (HP)

XK8 4.2



2002, 98,000 miles, £8,975. Finished in pacific blue with ivory trim. This XK8 has a very high specification which includes full ivory leather recaro leather trim, an option that was so expensive at the time this car was new hardly anybody purchased it! It also has aluminium dial gear console and door trims. The service history comprises of 12 stamps last services at 97,000 miles in March 2015. This xk has 19" wheels, recently refurbished with good tyres and comes with a new MoT. Delivery possible. £8,975.0001622 844608. 01622 844608 (MC)

XK8 COUPE

1996, 100,500 miles, £4,750 Ono. New MoT Oct 2016, private plate, good service history, Antigua blue with cream leather, very good all round condition. Chains & tensioners done. JEC member, owned 4 years. Bristol. 07881 817372 (SN)

XK8 COUPE



1997, 39,000 miles, £7,100 Or near offer. In very good original condition, Carnival Red Paint with excellent condition ivory Leather interior. The car has a full service history and a Jaguar Heritage Certificate and is a rust free example. The car has had recent service work undertaken (I will talk or email you through the details) also any work done has been with genuine Jaguar parts only! I am happy to discuss the car with you please call Jon. 01903 742212 (MC)

XKR



2008, 38,000 miles, £23,975, Delivery and P/X possible. SSS Jaguars are pleased to offer this Exceptional XKR with a Full Jaguar service history, last at 34,800 Presented in Metallic Anthracite with full black leather trim, the car is in excellent condition, has a long MoT and drives very well. (T). 01622 844608 or 07768 883858 (MC)

XKR



92,000 miles, £8,750. Sapphire blue with a blue hood and full cashmere leather. The car has had only 3 former keepers and has an excellent service record comprising of 14 stamps in the book last at 89613 miles. Both the exterior and interior are in well above average condition and the car has a high specification including cruise control, heated electric seats and a cd changer. I have done over 300 miles in this car, it runs well and is a pleasure to drive. Delivery and part exchange possible. (T). 01622 844608 (MC)

XKR



2007, 56,000 miles, £21,750. Full service history, with no expense spared. Magnificent condition throughout, needs nothing. You will struggle to find better anywhere, a lovely pampered south coast and mature driven car. Always garaged and covered. Bentley continental arrival means it should be handed on. call alan for a chat. Sussex. 07968 385439 or 01323 656527 (MC)

XKR CONVERTIBLE



2000, £9,750. Metallic blue with blue mohair roof and cream and walnut interior. W plate year 2000, so benefits from pre 2001 cheaper road tax, 4.0 engine with 370bhp. Complete service history from new, main dealer and specialist, I am the 4th owner and it has been well loved and maintained throughout its life. Toolkit, all manuals and two sets of keys and remotes present. Lancashire. 01257 451976 (MC)

XJ8 (X308) & Daimler 97-03 for sale

XJ8

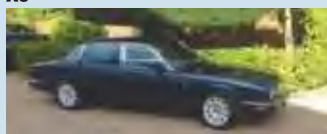
1997, 157,000 miles, £2,750 ovno. With prins LPG conversion, runs beautifully on petrol or half price gas, sapphire blue ivory leather, excellent condition for year. Surrey. 07714 456895 leave voice mail if no answer (SN)

SOVEREIGN V8



2000, 102,000 miles, £2,495. Auto 4.0 in black with light grey leather interior. Full service history. Gearbox reconditioned at 91,000 miles. MoT to January 2016. Lovely paintwork and immaculate interior. A joy to drive. S.w London. 07931 360396 (SN)

XJ



88,000 miles, £3,999. V8. X308 sovereign LWB Automatic, Full leather electric seats, sunroof, alloys, c/locking 88k, 12 service stamps by Chiltern Bovingdon Jaguar + bills. Part exchange welcome, credit or debit cards accepted. 07545 703474 or 02380 766870 (HP)

XJ SOVEREIGN



1999, £1,995 Or near offer. Red, Ivory leather interior, low mileage, usual extras including ABS, climate control, cruise control, electric front seats, remote central locking, radio/cd changer, new headlining, brakes, cam tensioners, battery, good tyres, regularly serviced, MoT November 2015 (new MoT on purchase if required) current owner 6 years, cheap to run on LPG Gas & insure on classic car insurance. City Of Bristol. 07966 361423 (MC)

XJ8



2000, 75,000 miles, £3,599. 4.8 auto. 4 door saloon. Green. 12 service stamps, 11 by Jaguar main dealer, 2 keepers only, metallic paint, leather seats, cruise control, wooden gearknob, alloy wheels, stereo, electric windows, air conditioning, airbags, height adjustable drivers seat, power steering, this Jaguar is classic luxury. Px possible, debit and credit cards taken. Please do not text or email. By appointment only. www.kinsonmotorcompany.co.uk (T). Hampshire. Call 02380 766870 / 07545703474 (HP)

XJ8



2000, EPOA. Auto, complete car, spares or repair, no MoT, needs new engine. Devon. 07708 172534 or 01626 774371

XJ8



1997, 51,362 miles, £3,200. Seafrost silver. Beige leather. Full Guy Salmon service history. New engine 1800 recon. Auto box. A1 condition inside and out. A/c, p/steering, alarm. Drives like new. MoT Feb 2016. First serious buyer will buy. Surrey. 07984 469856 (PB)

XJ8



1997, 87,400 miles, £1,650 ono. In good condition. Genuine miles, new steel lined engine at 23,000 miles in January 2000. New timing chain tensioners and brakes all round, just had new battery, oil and filter change and new air filter, handbrake adjusted and passed its MoT on 2/9/15. May consider my car plus cash for P/X against other classics or maybe an Alfa GT or Brera. Lancashire. 07702 197512 (HP)

XJ8



1997, £2,750 ono. Prins VSI gas conversion (certificated). Runs beautifully on petrol or half price gas. Sapphire blue ivory leather. Great condition for year. New MoT, no advisories. Surrey. 07714 456895 (HP)

XJ8 3.2



1998, 53,000 miles, £4,250 ono. Beautiful Jaguar in rare Black with Magnolia leather interior. Sunroof. Fully stamped SH/Bills. 10 months MoT (No Advisories). Pirelli 6000 tyres. Excellent condition, one of the best remaining. 07828 563680 (SN)

XJ8 SPORT



2001, 65,000 miles, £4,950 ono. Seafrost green with Ivory interior. A beautiful unmarked example of only 1,108 sports built and the last classic Jaguar shape. Fully serviced ready to enjoy. Pictures available. Derbyshire. 01298 812750 / 07972 268966 (SN)



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XJB 3.2 V8



2000, 88,000 miles, £3,500. Exceptional car. Full service history. Previous MoTs. Original tool kit, manuals, keys. Untouched sapphire blue coach work, as new ivory leather. Private plate. Always garaged. Drives without fault, totally reliable. Lincolnshire. 01790 753521 (PB)

XJR



2000, 121,500 miles, £3,500 ono. V8 Supercharged. Owned car since April 2014. I have replaced the anti roll bar bushes, two wheel bearings, headliner, battery, both the supercharger and alternator belts, supercharger pulley and bracket and the tensioners upgraded. All tyre's are good and the spare is new on a full size wheel not a space saver. Car is well maintained drives really nice. It has MoT til February 2016. 07703 009508 (HP)

XJR 100



2002, £11,500 ono. Supercharged. Excellent condition. Four new tyres, new front discs and pads, new water-pump, All wheels unmarked. Heated front and rear seats, factory SatNav and car phone, rear parking sensors, Alpine stereo, Brembo brakes, 2 previous owners, all MoT's and books. 07740 739048 (MC)

XJ (X350)& Daimler 03-10 for sale

SOVEREIGN 2.7 TDVI



2006, 91,000 miles, £7,950. Shadow grey with ivory piped leather. The car is in exceptional condition with a full service history. Spec includes, satnav, heated electric seats, cruise control, cd changer and all the normal sovereign refinements. The car runs well and is a pleasure to drive. Private plate remains with the car. Delivery/part exchange possible (T). 01622 844608 (MC)

XJ



2006, 110,000 miles, £5,995. 2.7 TDVI sovereign, 1 owner, FSH, indigo blue, barley/ mocha piped leather, navigation, xenons, heated seats/screens, voice, memory, PDC, premium sound, 110,000 miles, drives & looks like 40,000. (T). 01332 265826 (HP)

XJ8



2006, 50,500 miles, £9,750. Black with Champagne leather/mocha piping Rare LWB virtually mint car loaded with extras inc Rear DVDs, 6 changer CD, Chrome Powerfold mirrors, electric and heated seats, rear entertainment and AC controls, electric sunroof, 19" Performance alloys. FSH and just had main dealer major service and new MOT. Bought from main dealer. Pampered and cherished rare low mileage car. Hampshire. 02392 345501 / 07768 465205 (SN)

XJ6



2003, 69,000 miles, £3,995. (X350), full history, MoT March. Lightweight aluminium body, ice blue, grey leather, economical 3 litre V6 petrol, beautiful car. East Sussex. 07979 042437 (SN)

XJ6

2003, 69,000 miles, £3,995. Ice blue, grey leather. Full history. MoT March 2016. Economical 3 litre V6 petrol. Beautiful drive. Two new tyres. East Sussex. 07979 042437 (PB)

XJ6



2003, 69,000 miles, £4,995. An attractive ice-blue with unmarked grey leather interior, clean carpets and unblemished woodwork. A full service history. A leaking oil cooler feed pipe led to the recent specialist rebuilding of the gearbox and torque convertor (both under warranty) and it has two new tyres. MoT (no advisories) is until March 2016. Sussex. 07979 042437 (HP)

F-TYPE for sale

F-TYPE



2,700 miles, £57,950 ovno. 3.0 supercharged v6 auto. Salsa red. Jet leather and suede interior. Heated front seats. Cruise Control. Sports carpet mats. Active sports exhaust. Switchable AS exhaust. Parking aid with Camera. Sports sun visors with mirror. 20 inch black cyclone alloy wheels. Red Brake calipers. Chrome bonnet and wing vents. Including 5 years service package i.e. no service costs for 5 years. Cost over £68,000 Save over £10,000. 07860 709448 (SN)

S-TYPE 99-07 for sale

S-TYPE



2007, Only 24,600 miles, £7,650. Fantastic car in great condition. My pride and joy. Shropshire. 07731 822479 (RB)

S-TYPE

81,000 miles, £2,675. Black, 3.0l v6 sport, auto, reg March 2003 "03" plate. Vgc, MoT till Dec, full black leather interior, rear privacy glass, A/C reversing sensors, C/D player Parrot hands, free car kit. Hinckly. 07732 630598 (SN)

S-TYPE



2005, 75,000 miles, £5,250. Many update features, gearbox oil changed, New Brake Servo 2015. Timing Belt, water Pump, CAT, tyres, pads & discs and battery all recently replaced. Serviced regularly (receipts available). Surrey. 07841 019986 (SN)

S-TYPE



2004, 86,000 miles, £3,400. 2.7 diesel. Automatic gearbox MoT November 2016. Full service history Bodywork and interior in very good condition Full cream leather interior DVD, Navigation system with TV Heated front screen. First aid kit Memory pack - S-Type. Electric adjustable steering column. Entry/exit memory DSC-Dynamic Stability control, traction control Alarm, door mirrors with power fold back. Power heated mirrors Multi function steering wheel with audio/telephone and voice controls. Bedfordshire. 07518 030157 (MC)

S-TYPE



1999, £450 ono. Good condition but some scratches to bumpers and a couple of mechanical faults. Would suit a car restoration enthusiast or to break for parts. MoT until January 2016. Essex. 07778 354483 (SN)

S-TYPE 2.7DV6 SPORT

2005, 140,000 miles, £3,195. MoT 11 months. Grey, cream leather, ew, es, pas, cc, climate control, computer, cd player, multichanger. Service history. Very economical, 38 mpg. Selling due to new addition to family. Tyne And Wear. 07523 047233 (RB)

S-TYPE



2001, £2,250. 4 litre V8. Seafoam, Monaco alloys, split rim alloys. Excellent condition. New MoT. No Advisories. Devon. 04702 871803 / 07402 871803 (SN)

S-TYPE 2.5



2003, 80,454 miles, £2,400 ono. Zircon blue, grey leather. Fsh. 10 stamps (dealer). Auto box, oil change, smooth drive. Latest service 77,194. 4 new Vredstein winter tyres, 4 P6000 6mm. 2 keys. Phone prep. MoT March 2016. Ross-Shire. 01349 882921 (RB)

S-TYPE 3.0 V6

1999, £800 ono. Beautiful car to drive, British racing green, light grey leather, sat nav, cruise, sport mode, CD and all electric's, MoT'd until end of Jan 2016 and taxed. Sale due to job loss. Angus Tayside. 01356 630308 (SN)

S-TYPE V6 SE AUTO

2003, 108,000 miles, £1,500. 2.5 Petrol engine. Pale blue. New Interior. 1 Mark on chrome. Perfect condition. Derbyshire. 01246 238507

S-TYPE XS



2006, £3,000. Petrol, 06 Black, Black Leather Sport Int, F & R Parking sensors, service history, Genuine reason for sale. 01455 553654 / 07754 005986 (SN)

X-TYPE for sale

3.2 V8 XJ8

1997, 75,000 miles, £1,395 ono. Mistral blue, cream leather, full MoT, tensioners, water pump done, new headlining, new tyres, beautiful car lovely drive. Herts. 01442 849527

X-TYPE



60,277 miles, £2,950. 3.0 Manual, 2 owners, with full service history, 12 months MoT, metallic black, charcoal leather, superb condition throughout, sports quad exhausts, drives like new. (T). 01332 265826 (HP)

X-TYPE ESTATE

2006, 74,126 miles, £2,345 ono. 1988cc, silver, 5 door, manual, diesel, service history, MoT until August 2016, black leather interior, excellent condition, central locking, heated front seats, Cat C. Staffordshire. 01538 702608

X-TYPE



2001, 89,000 miles, £1,450. Cream leather seats, exceptionally clean. Reverse sonar signal. MoT. 2 owners. Central locking. Radio/cassette. Full service history by main dealers. Airforce met blue. London. 07598 024888 (PB)

X-TYPE

2002, £POA. 4 Wheel Drive. Blue with leather interior. MoT August 2016. Private Plate- BS36. Very clean car. 07961 020532 (SN)

X-TYPE



2007, 90,500 miles, £4,800 ovno. 2.2 Sovereign Estate. Sat Nav/Full leather. With just 3 owners, including myself. A fully loaded Top spec Jag in lovely condition. Full Black leather interior. Fully documented main dealer service history from Stratstone and Grange. Full colour touchscreen DVD Sat Nav. Climate control (touchscreen operated). Electrically operated Windows and folding door mirrors. Leather Steering wheel with stereo and cruise control function. Essex. 07740 307972 (HP)

X-TYPE



2004, £2,050. Sport estate in really good condition. 130BHP diesel model giving excellent performance, very quick, and 50 mpg. Original paint and no rust, waxoiled underside, never been welded. Full leather interior in good order with electric drivers seat, heated front seats, electric windows all round, heated electric mirrors, climate control, nice radio/CD player, Jaguar overmats and rear load protector. Wales. 01239 841453 / 07875 624239 (SN)

XF for sale

XF



2010, 50,000 approx miles, £13,999. 3.0 turbo diesel, 2010 model premium, luxury automatic, one owner, R/C/L 2 key, black, full black leather electric seats, very economical luxury motoring. Part exchange welcome, credit or debit cards accepted. 07545 703474 or 02380 766870 (HP)

XF PREMIUM LUXURY V6 AUTO

26,000 miles, £12,000. First registration 11/10/08, 12 months MoT. Superb luxury car. Essex. 01621 892524 (SN)

Parts for sale

CHROME FRONT BUMPER

£30. Austin Princess limo, also fits Jaguar Mk10, good chrome, no dents, buyer collects. Kent. 020 8302 2283

FORD SIERRA TYPE 9

£285. Gearbox, 5 speed. Suitable for many sports and saloon car conversions. Lothian. 01313 432574 (RB)

JAGUAR

£110. Moto-Lita steering wheel with Jaguar Boss. First class condition. Co Durham. 01325 256427 (PB)

JAGUAR

£POA. Breaking X300, XJR6. All parts available. Jaguar tyres, 15, 16, 17, 18 inch available. 16, 17 inch alloys. New E-type front wing, slight damage. 5 speed Getrag box. XJ6 1/4 panels as new. Series II E-type manifold for carbs. 3.34 diff. Yorkshire. 07952 230714 / 01226 297411 (PB)

JAGUAR

£POA. 16" Lattice alloys. 16" dimple alloys. Good Jag second hand tyres. XI 16" new pirelli. E-Type triple carbs. 5 speed gearbox. New E-Type bumper. Jag diff. 3. 34. Breaking X300 and XJR. S Yorks. 01226 297411 / 07952 230714 (SN)

JAGUAR 16IN LATTICE ALLOYS

£POA. Excellent condition x4. E Type carbs, rebuilt, concours. XJR supercharge breaking all parts. 17in XJR alloys x4, new tyres. E Type f/bumper ser II new 5 speed gearbox. Yorks. 07952 230714 or 01226 297411

JAGUAR C-TYPE GRILLE



£Offers invited. Little bent and requires work. 07849 615354 (HP)

JAGUAR E TYPE SERIES 3

1973, £120 ono. 3 wire wheels, fair condition. Warwickshire. 07711 110040 (RB)

JAGUAR E TYPE SERIES 3

1973, £50. Four wire wheel spinners, non eared and removal tool. Warwickshire. 07711 110040 (RB)

JAGUAR MK4 SS

1940, £150. Steering column, box & wheel, £150. Bonnet 4 pieces with catches £100. Prop shaft & UJ, £60. Pair of front seats £75. Somerset. 01761 470607

JAGUAR MKII

£49.50 + postage. Four chrome hub caps with "Jaguar" insets. Good conditions, no dents / scratches. Warwick. 07798 502477

JAGUAR TYRES AVON

£150 The Lot. 205-70-15-95H on 4.2 steel wheels. 2 nearly new, other 3 lots of Wear 5MI etc. Middx. 07809 244870 (SN)

JAGUAR X300/X308

£140. Dimple alloy wheel and tyres, set of 5 good tyres, 2 with 4mm, 2 with 6mm, one new. Set of 5 pepper pot alloys, no tyres, £75. Cambs. 07902 038232

JAGUAR XJS

1995, £100 each. Front and rear clips, complete plus bonnet. Notts. 07960 476648

JAGUAR XK140

£POA. Two rear leaf springs in good condition, reasonable offer invited. Somerset. 01761 470607

JAGUAR XK140

£POA. Large quantity of parts including complete matching engine and gearbox, radiators, starters, dynamos, wiper motors, gearboxes, lights, steering wheel, horns, jack, propshaft etc. Ireland. 0035387 6660023 (SN)

TWO JAGUAR ELECTRIC DOOR MIRRORS

£35 each or £60 the pair. Would suit XJ6 & XK8, one o/s one n/s, n/s with chrome cover. Essex. 07889 240564 (SN)

VARIOUS

£POA. Ford Escort column lights cluster from 1977 Mk 5 Finesse. Unused, still in pack. Some light relays for fogs also. Jaguar XJ6 range electric aerial. Mercedes C class electric aerial (both new). 020 8361 3711 (RB)

X TYPE DIESEL

£POA. 2004. Breaking, doors, boot, bonnet, wheels good tyres on. Cheshire. 07779 929957

XF SPORT BRAKE

2013, £POA. 4 x 18in Vela alloy wheels with Pirelli P Zero tyres, 3mm tread remaining. £550. Also brand new 19in Space Saver, genuine Jaguar spare with Pirelli 135.70/19, £110. Dorset. 01258 821199 (RB)

XJ6 4.2LTR



£350. 1 manifold with twin SU, HS8's complete with linkage, fuel pipes and Auto Enrichment Device. Units have had little use believed to have come from a transmission test rig, good all round condition. Some parts have slight surface corrosion. Bedfordshire. 01462 812504 (MC)

Parts wanted

FOR XJ12/6

1972, Wanted. Driver side electric window. Motor part No. 12490 RH. Handbrake ASM ratchets 36379 RHD. Surrey. 020 8399 7541 (RB)

JAGUAR E-TYPE SERIES 3

1973, Wanted. Seat reclining mechanism for LHD, driver's side. Warwickshire. 07711 110040 (RB)

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£POA. Specialists in leather renewal, repairs and re-dyeing. DIY re-dye kits supplied, wood stripping and re-lacquering and re-veneering. Interior trim supplied and fitted if required at very competitive prices. Our work featured many times in JEC magazine. John, A and B Renovations. Kelvedon, Essex (T). 01206 820733 or 07976 810402 (GB)

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£POA. Ring for details. To a very high standard. You won't be able to tell the difference from the original. Ringwood, Hampshire (T). 01425 477856 (GB)

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£POA. Ring for details. For all exhaust manifolds, and repairs carried out where necessary. We also have a stock of repaired manifolds which are in a better condition than when they left the factory. Ringwood, Hampshire (T). 01425 477856 (GB)

Miscellaneous for sale

858101

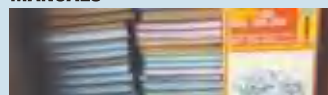
£Serious offers over £3,750. Private registration plate on Nissan Primera. South Yorkshire. 07970 782251 (RB)

1938 SS100 1/24 SCALE MODEL



£80 plus p&p. By Franklin mint. Superb, unmarked, perfect condition and in original box and packaging with all instructions. Working steering, folding windscreen, opening doors and bonnet sides. Amazingly detailed. Very rare in this condition. Surrey. 020 8942 5151 (PB)

ASSORTED HAYNES WORKSHOP MANUALS



£65. Approx. 300. Cortina, Capri, Mercedes, Vauxhall, BMW, many more. Buyer collects. Cheshire. 01829 752491 (RB)

BANTAM CAR TRAILER

£995 ono. Bed length 3m, bed width 1.7m. Load capacity 1 ton. Winch hitch lock. Auto reverse system. Good condition. Cheshire. 07796 094894 (RB)

BRAIN JAMES TRAILER



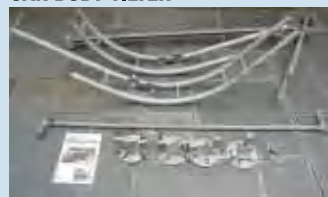
£2,000 no offers. Twin axle braked, bed 3.5mts x 1.7mts, built in hitch lock with 2 keys, 4 excellent tyres with unused spare lockaway ramps, permissible MGW 1600kg. Essex. 01255 813791

BRITISH MOTOR RACING MARSHALS CLUB CAR BADGE



£48. Size 3 inch x 4.5 inch. Bar fixing. No 564 on front. Excellent condition. Post free. Surrey. 020 8399 7541 (PB)

CAR BODY TILTER



£230. Great condition, only used twice, idea for all under car repair and restoration, whilst standing in comfort, simple to use. Herts. 07860 246900 (SN)

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£POA. From 1948 to late 1960s. 28 in all. 1912 bulb type horn, brass. Offers. Staffordshire. 01543 375132 (RB)

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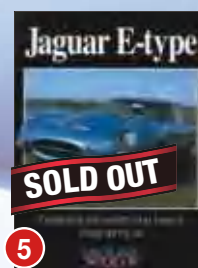
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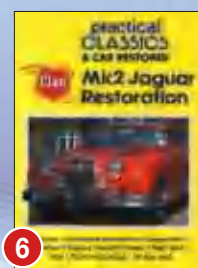
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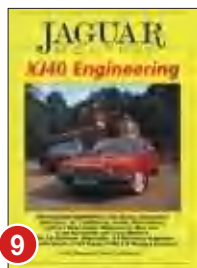
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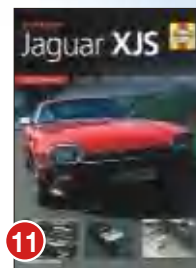
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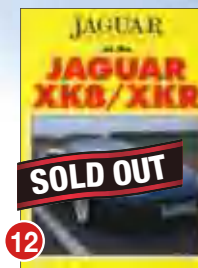
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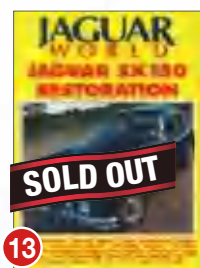
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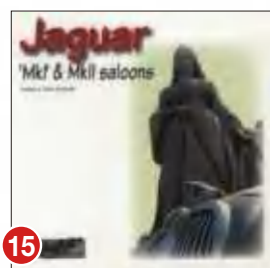
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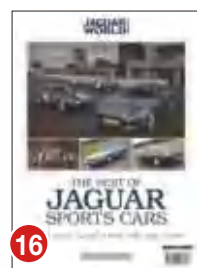
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J54-352



1954 Jaguar MK VII Saloon

Elegant and luxurious, this Jaguar shows a patina that can only be had over time and careful preservation. A full sliding moon roof is found above the driver's area.

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J59-045



1959 Jaguar Mark IX 3.8 Sedan

This very original, matching numbers 1959 Jaguar Mark IX has been well maintained and lovingly cared for by Jaguar professionals throughout its long term ownership.

With its great history of being campaigned, it was appreciated by judges and spectators alike!

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J60-797



1960 Jaguar XK-150 3.8 DHC

This Jaguar is currently undergoing a comprehensive restoration to a show/driver level. The 3.8 engine model had a few distinct changes, amongst them a significant difference in the rear tail light fixtures. With an estimated completion date of spring 2015.

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J63-707



1963 Jaguar Mark II 3.8 Sedan

The ultimate iteration of the seminal Mark II model, this 3.8-liter overdrive-equipped example which has been very well cared for during its lifetime, exhibits many original finishes throughout. Fine, largely unrestored examples such as this are rarely coming up for sale today, making this opportunity all the more special.

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J67-032



1959 Jaguar XK-150S 3.4 DHC

The most elegant Jaguar Sport Car, with only 68 Drophead coupes being built between 1958 thru 1961 headed for the USA, making this a very rare example. This XK-150S is for the discerning collector who demands excellent quality, and a superb driving experience with no excuses or disappointments!

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J74-055



1974 Jaguar XKE Series 3 5.3 V12 OTS

This highly original Jaguar is believed to have covered just over 18,000 miles since new. The silver exterior has been refinished at some stage, presumably in the 1980s, and presents today with a lovingly aged patina.

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J71-974



1971 Jaguar XKE Series II V12 2+2

Exceptionally preserved Series II V12 with an unbelievably low 8,480 original miles since new! Always well maintained and in a gorgeous color combo of British Racing Green over biscuit, this XKE presents a unique opportunity for the collector demanding originality.

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J69-547



1969 Jaguar XKE 4.2 OTS Series II

A truly original car with nearly 3 decades of single ownership. Always well cared for and consistently maintained, numerous original receipts and records of previous work done. Heritage Certificate of Authenticity.

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J77-738



1977 Jaguar XJ6C Sports Coupe

This XJ6C has a great deal of originality. It comes with the period correct AM/ FM/ 8 track stereo, and full instrumentation. With the luxury of power steering, power windows, power brakes, it also comes with the factory air-conditioning.

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J65-758



1965 Jaguar XKE Series 1 4.2 OTS.

This is a very nicely restored XKE Roadster that is one of the most sought after of the Jaguar series I models. It has been restored by a Jaguar professional, and has been well maintained since the restoration, driven sparingly, and kept in a collection in San Diego, CA.

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J64-4DN



1964 Jaguar 3.8 S Type Sedan

This very original 1964 Jaguar 3.8 S Type 4 door Sedan has a straight fit, minimal rust, seats in good condition, makes for a great candidate for restoration while you enjoy driving.

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J65-149



1965 Jaguar XKE Series I 4.2 OTS

The car has been driven very little since the original restoration, and stands as a great contender for JGNA showings. Jaguar professionals performed a comprehensive restoration to that of a show/driver level.

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J58-428



1959 Jaguar XK-150S 3.4 OTS

This is an exceptional example of an XK-150S that is one of the most sought after XK Jaguars. It is a very special Jaguar with believed to be only 32,433 original miles on the odometer. This is an investment grade vehicle that is ready for your enjoyment or to start the show season.

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J68-502



1968 Jaguar XKE Series I 1/2 4.2 OTS

This beautiful E-type was restored by Jaguar professionals and has been well sorted since the restoration. This is the end of the small tail lights, parking lights and bumpers which kept the lines and beauty of the iconic E-type.

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J65-570



1965 Jaguar XKE Series I 4.2 OTS

It is not often that you find an E-Type with less than 30,000 miles that is original as this car. This would be a spectacular car to perform a preservation restoration to or you can take it to a high level show car if you wish.

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J77-003



1977 Jaguar XJ6L Series II 4.2 Sedan

This well preserved and very stylish XJ6L is a Southern California car since new, and has spent it's entire life in the Western region of the United States.

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JSS-100



Jaguar SS100

1938 Gunmetal/Red Interior. Show car restoration to a high level. Please note the SS100 pictured here was recently restored by Classic Showcase and is shown only as an example. The SS100 that we are restoring and on offer will look just like the model pictured here.

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J67-9BW



1967 Jaguar 420 Sedan

This 1967 Jaguar is an amazing time capsule and has incredible patina. This car has always been owned by the same family since new and was always serviced and maintained by Jaguar Professionals and comes with receipts.

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J63-691



1972 Jaguar XKE Series III V12 OTS

This matching-numbers E-Type comes with low original miles, and is finished in Light Blue with a nicely contrasting Navy leather interior, with a black convertible top. Recently this E-Type has received a full service, had the engine serviced, carbs rebuilt, and new suspension bushings, brake flex lines, motor mounts, front shocks installed.

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J73-141



1973 Jaguar XKE Series III V12 OTS

This 1973 Jaguar Series III V12 Roadster is a great restored example that boasts a number of performance and comfort upgrades. It has been well maintained, recently serviced, was detailed inside and out, and simply begs to be driven and enjoyed!

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J63-371

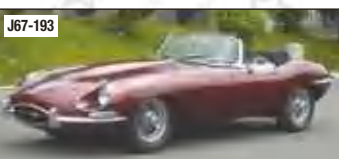


1963 Jaguar Mark II 3.8 Sedan

This 3.8-liter overdrive-equipped example is quite attractive in British Racing Green over a biscuit interior, and runs and drives very nicely. It is an excellent choice for those seeking an affordable and/or entry level classic Jaguar model.

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J67-193

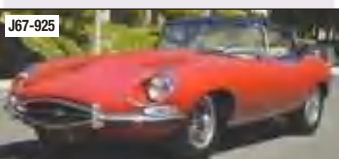


1967 Jaguar XKE OTS Series I 4.2

This extremely original, matching numbers 1967 Jaguar XKE was the subject of a restoration by Jaguar professionals, and has just completed a recent service. Since the restoration, it has been driven sparingly, is in excellent running and driving condition, and always has been well cared for.

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J67-925



1967 Jaguar XKE Series I 4.2 OTS

This one owner, all original, CA black plate 1967 late Series I XKE shows fabulous patina. It has been stored for many years, is in its original color combination of Carmine red and black and has only 52,123 original miles.

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J94-230



1994 Jaguar XJS 2+2 Convertible

This beautiful, unmolested, one-owner Jaguar XJS Convertible is in very good original condition. It has been very well maintained and garage kept. This Jaguar would serve well as a daily driver or a great addition to your collection.

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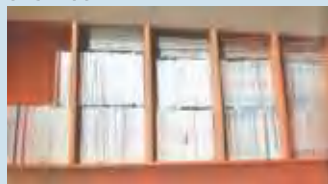
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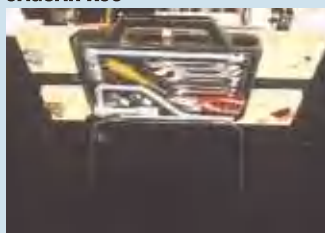
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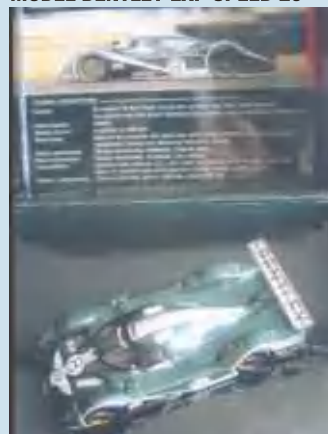
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JAGUAR S-TYPE

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FINISHING LINES

Norman, the Duke and an XK SS

Luxury saloons such as the XJ12 on p84 aren't the only Jaguars to have a royal connection.

On April 2, 1957, Prince Philip, Duke of Edinburgh, tested an XK SS. This extraordinary moment came about during the Duke's visit to the Motor Industry Research Association's test ground, when Jaguar's chief test development driver, Norman Dewis, was delegated to take him around the Number One (banked) circuit with the new, ultra-sports car. A road conversion of the Le Mans-winning D-type, it had only been announced in February that year.

This image of that amazing day shows Sir William Lyons (left) and Jaguar's chief of engineering, Bill Heynes (with moustache), watch Norman Dewis climb onboard an XK SS for the demonstration run at MIRA, with the Duke of Edinburgh already in the passenger seat. He wasn't to stay there.

Remembers Norman, "I was pressed very hard by his people to be careful when I was on the banking: 'Don't have an accident! Don't

go above 50mph!' and all this sort of stuff." He asked Prince Philip how fast he should go, to which the reply came he'd leave it to Norman. So Norman wound the car up to 135mph, at which point the Duke asked what the rpm was. However, the royal entourage were clearly getting nervous, as, says Norman, "When we went by on the second lap going at this speed, I could see these arms waving..."

They were shortly to be even more alarmed, as Norman recounts, "After the second lap, when we were going down the back straight, he waved to me to slow down, and I thought, 'Oh, dear, he's probably feeling a bit queasy.' So I slowed right down and he said, 'I want to drive the car!' What could I do? I stopped and we swapped over."

"When we came round on that lap, they just couldn't believe he was driving it – they were really tearing their hair out. But he was quite safe – he didn't go up high on the banking, just on the white line, and he changed gear well."

According to the newspaper reports, the Prince drove for three-quarters of a lap

and Norman was quoted as saying, "I had explained the gear changes to him, and he was very good at it. I don't normally like being driven, but he is one of the best non-professional drivers I have seen."

"He did not grate the gears once, and it is remarkable that he didn't miff a gear change while using a racing clutch that must have been unfamiliar to him... He told me he had never driven on a banking before."

The papers claimed the Duke reached 90-100mph during his 'two-mile' drive.

"As we pulled in, he got out and said, 'This'll upset the apple cart,' and he laughed, you see, knowing full well what was going to happen. They rushed over to me and started remonstrating that this was not allowed, that I should not have done this. I said, 'Look, he wanted to drive the car – who am I to disagree?'"

"I told them not to argue with me, but to go and argue with him, which of course they couldn't..."

So ended Norman's encounter with the spouse of the Queen of England.

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